

The Mining Journal.

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1063—Vol. XXVI.]

LONDON, SATURDAY, JANUARY 5, 1856.

SCAMPED SIXPENCE.
UNSTAMPED FIVEPENCE.

THE MINING EXCHANGE OF LONDON.

GRESHAM HOUSE, OLD BROAD STREET.

The following are the MEMBERS who have SUBSCRIBED to the RULES:—

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	N. F. WATSON, Hon. Sec.

* Those gentlemen who are mining capitalists only, and not dealers in shares, having requested that their names should not appear in advertisements, the list now published contains the names of agents, brokers, and dealers only.

MR. JAMES CROFTS, MINING BROKER.

No. 1, PINCH LANE, CORNHILL, LONDON, TRANSACTS BUSINESS, both in BUYING and SELLING, for immediate cash.

DIVIDEND MINES, well selected, are the best of any known investments—paying from 15 to 20 per cent. per annum in dividends. The choice of NON-DIVIDEND MINES for speculation requires careful discrimination.

Mr. Crofts is a BUYER of the following:—Alfred Consols, Bedford United, South Tamar, Wheal Wrey, Sortridge Consols, Ivybridge, North Basset, West Basset, Treveltha, Lady Bertha, Devon Wheal Buller, East Russell, Wheal Hender, West Colicambe, Wheal Arthur, Rosewarne, Wheal Grenville, Wheal Edward, San Fernando, Wheal Arthur, West Providence, North Buller, Wheal Kitty (St. Agnes), Tavy Consols, Tincroft. Mr. Crofts solicits particular attention to Sortridge Consols at the present depressed prices.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, is a BUYER of Shares, South Garrow, West Providence, Devon Buller, Lady Bertha, Treveltha, Sortridge, Ludcott, &c.; and is prepared to DEAL in most of the shares named in the general list.—Jan. 5, 1856.

MR. JAMES B. BRECHLEY, SHARE DEALER, 2, PINNER'S COURT, OLD BROAD STREET.

Has FOR SALE SHARES in DIVIDEND and most PROGRESSIVE MINES, at net prices, SALES and PURCHASES EFFECTED in RAILWAY, BANK, INSURANCE, and OTHER SECURITIES.

To those seeking investment in mines, every information, personally or by letter, will be afforded; at the present time, a judicious selection is the more necessary, as many very questionable undertakings are being brought before the public.

Mr. Brechley, being a Member of the Mining Exchange, will forward a list of prices, on receipt of stamped addressed envelopes; and PUBLISHES WEEKLY a CIRCULAR, containing latest particulars of prices, and much desirable information.

WANTED, THE FOLLOWING SHARES:—

Wheal Edward. East Wheal Wrey. Wheal Seton.
Lefant Consols. East Buller. Treveltha.
Wheal Wrey. North Buller. Great Wheal Badern.
Great Wheal Alfred. North Buller. Great Wheal Vor.
Apply to JAMES B. BRECHLEY, 2, Pinner's-court, Old Broad-street.

NOTICE OF REMOVAL.—MR. PETER WATSON has REMOVED from 37, Old Broad-street to 37, THREADNEEDLE STREET, close to the Stock Exchange.

DIVIDEND MINES, well selected, are the BEST of any known INVESTMENT, and which are now paying from 20 to 30 per cent. per annum (in dividends every two or three months).

Mr. PETER WATSON, SHARE DEALER, and GENERAL COMMISSION AGENT, from the 11 years' experience he has had in every department of mining, and in the management of mines, and an extensive connection with mine agents and others in Cornwall and Devon, enables him to judge of and select mines of intrinsic value. Mr. PETER WATSON, being a Member of the Mining Exchange, will forward a list of prices when required, and much desirable information.

MR. LELEAN, 4, CUSHION COURT, OLD BROAD STREET.

LONDON.—BUSINESS TRANSACTED in every description of BRITISH STOCKS, FUNDS, and SECURITIES; also, BRITISH and FOREIGN MINES.

MINE SHARES FOR SALE.—100 Pennance Consols, 10s.; 50 to 80 Buller and Basset United, £25; 25 St. Austell Consols, 25s.; 2 South Garrow, £135; 100 Molland, 2s.; 100 West Sortridge, 3s. 6d.; 100 Great Hwas, 3s.; 100 Great Vor (Registered), 24s.; 1 South Garrow, £215; 50 West Par, 12s.; 5 Par Consols, £29; 1 Rotallack, £215; 5 Alfred Consols, £17; 10 Bedford United, £11; 20 Pendennis, 27s. 6d.; 1 Wh. Buller; 1 Wh. Basset; 5 West Basset; 5 North Basset; 1 South Frances; 50 Sortridge Consols; 20 Lady Bertha; 1 Toiguns; 20 Marke Valley; 1 Rosewarne United, £135; 20 Ivybridge; 20 Pednandrea; 5 Mill Pool; 50 Sortridge and Bedford; 5 South Carn Brea; 50 South Grenver, 25s.; 25 St. Day United, 26s.; 10 Trenow, 26s.; 20 Langford, 10s.; 20 Wheal Kitty, St. Agnes; 50 North Zion; 20 Wheal Zion; 30 Ivy Tor, 22s. 6d.; 85 Wheal Surprise, 8s.; 10 Bell and Lanarth, £25; 10 Bryntall; 1000 Coothen, 6s.; 20 Devon Burra Burra; 50 North Wheal Wrey Consols, 5s.; 100 North Wheal Wrey, 6s.; 24 Heavy Consols, 5s.; 20 Calstock Consols, £35; 50 Hawkmoor, 3s.; and a great many others, too numerous for an advertisement.

Mr. LELEAN is also instructed to BUY 1 South Crinins, £290; 10 Wh. Wrey, 60%; and 10 Great Sheba, £8. Shares wanted in South Cuddra, The Devon Copper and Silver-lead, and East Vor.

Mr. LELEAN desires that the number and price of shares may be inserted in the orders for the purchase and sale; and that such orders are sent on Thursdays, to ensure their insertion in his list on the Saturday following.

Ma. LELEAN, Mine Share Dealer.
4, Cushion-court, Old Broad-street, Jan. 4, 1856.

MR. GEORGE SPATLEY has FOR SALE, at close market price:—

50 Lady Bertha. 15 Bedford Consols. 10 Treveltha.
100 South Zion. 50 West Grenville. 5 Alfred Consols.
100 South Condurrow. 100 West Sortridge. 45 Merilyn.
100 Fort Bowen. 15 North British. 20 South Caradon.
1 Rosewarne. 5 Wh. Arthur. 3 Cliffland and Wentworth.
10 South Tamar. 20 St. Day United. 75 West Carpenter.
5 Hington Down. 5 Carew United. 2 North Robert.
50 West Colicambe. 10 Marke Valley. 10 Tincroft.
20 Pednandrea. 2 Mary Ann. 20 Ludcott.
20 Tamar Consols. 100 Hawkmoor. 1 Cargill.
20 West Caradon.
And will BUY any of the following: parties are requested to state price at once, to prevent delay:—
50 East Caradon. 7 West Alfred.
50 Tavy Consols. 110 Vale of Towy. 2 Bolling Well.
10 Devon Buller. 5 Bell and Lanarth. 5 East Wheal Rose.
10 Bryntall. 100 Carnyorth. 20 West Polberro.
50 Spearne Consols. 5 West Providence. 50 Wheal Zion.
5 North Basset. 10 Mill Pool. 2 Rosecan.
4 West Basset. 10 Par Consols. 5 East Russell.
20 Wheal Hender. 2 Wheal Kitty. 5 East Buller.
1 South Frances. 1 Rotallack. 20 Teldy.
100 San Fernando. 5 Great Wheal Alfred.

GEORGE SPATLEY will be happy to forward his List of Dividend and Progressive Mines, that he considers desirable investments at the present moment. Holders of shares will be advised when to buy and when to sell, in accordance with the market value, or progressive improvement of the mine.
2, Winchester-buildings, London.

JAMES F. BODDY, 15, OLD BROAD STREET, and MINING EXCHANGE, LONDON, is prepared to BUY or SELL in any of the MINES quoted in the general List of the Mining Journal; and will be happy to advise with capitalists wishing to embark in bona fide mines, considering the present a most favourable opportunity to purchase in good sound mining property, paying regularly from 10 to 25 per cent. per annum. No investments offered so great advantages as judiciously selected mining stock; and parties will do well to avail themselves of the present depressed state of the market.

Holders of mining of other stock wishing to exchange their interest for progressive to dividend, or dividend to progressive mines, will be dealt with on the best possible terms, but must please state their business.

N.B. As so many applications have been made for the Cost-book Rules, &c., J. F. Boddy will be happy to forward a correct printed copy to any part of the kingdom, on receipt of six postage stamps.

WANTED.—North Basset, West Seton, West Sortridge, Sortridge Consols, Rosewarne, South Frances, West Caradon, Great Sheba, Lady Bertha, Vale of Towy, Bedford United, &c.

A correct list of prices, and every information, furnished upon application, either personally or by letter.

Stock Exchange business transacted for the usual commission.
Jan. 5, 1856. Bankers: Sir John Wm. Lubbock, Bart., and Co.

GEORGE MOORE is prepared to do BUSINESS, at the closest

prices, in any part of—
10 Arthur. 5 Great Wheal Alfred. 1 South Basset.
10 Alfred Consols. 10 Hender. 10 South Condurrow.
3 Bolling Well. 50 Ivybridge. 30 Tamar Consols.
3 Bedford United. 50 Lady Bertha. 20 Treveltha.
20 Buller and Basset Unit. 1000 Molland. 100 Tincroft.
200 Carn Darren. 5 North Basset. 5 Trefusis.
5 Cliffland and Wentworth. 5 North Crofty. 100 West Grenville.
2 Carvannall. 500 Nantico and Penrhin. 5 West Basset.
2 Collicambe. 1 Rosewarne. 1 West Seton.
1 East Wheal Rose. 50 South Tamar. 100 Wheal Zion.
1 East Basset. 20 Sortridge Consols. 20 Wheal Grenville.
1 East Buller. 17 South Carn Brea. 20 Wheal Edward.
20 Devon Buller. 1000 St. Day United. 1 Wheal Buller.

GEORGE MOORE will be happy to advise with any capitalist who may be desirous of purchasing British Mining Stock, either for a permanent investment, or for an advance in price.

Business transacted in every description of British and Foreign Mines; and the closest prices forwarded on application.

GEORGE MOORE, Dealer in Mining Shares, 1, Crown-court, Threadneedle-street.

MR. JOSEPH JAMES REYNOLDS, STOCK AND SHARE-BROKER, No. 21, THREADNEEDLE STREET, LONDON.

Mr. Reynolds continues to TRANSACT BUSINESS in BRITISH and FOREIGN STOCKS, FUNDS, and SECURITIES, BRITISH and FOREIGN RAILWAY SHARES, DEBENTURES, &c. Also, in ENGLISH, IRISH, SCOTCH, and FOREIGN MINING SHARES.

MESSRS. POWELL AND COOKE, DEALERS IN MINING SHARES, No. 4, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

The above continue to DEAL in the SHARES of all the leading DIVIDEND and good PROGRESSIVE MINES.—Jan. 4, 1856.

MR. W. LEMON OLIVER, STOCK AND SHAREBROKER, 4, AUSTINFRIARS, CITY.

BUSINESS TRANSACTED in HOME and FOREIGN RAILWAYS, FUNDS, SECURITIES, BRITISH and FOREIGN MINES, &c.

MR. E. GOMPERS, No. 98, GRACECHURCH STREET, has BUSINESS to TRANSACT in most of the leading DIVIDEND and PROGRESSIVE MINES. Also, in Life, Fire, Maritime Insurance, Steam Navigation, various Gas Companies, and various Joint-Stock Companies' Shares, returning regular dividends.

MESSRS. C. H. J. GEDDES, W. BURGAN, AND CO., have OPENED AN OFFICE at No. 60, GRACECHURCH STREET, for the purpose of BUYING and SELLING SHARES in the following MINES:—
Hawkmoor. Farnham Mary Ann.
Swanpool. Wheal Kitty (St. Agnes).
100 Lady Bertha. 50 Carew United.

MESSRS. C. H. J. GEDDES, W. BURGAN, AND CO., MINING AGENTS, beg to inform their friends and the public that they are DEALERS in MINING SHARES, both DIVIDEND-PAYING and PROGRESSIVE, and in all PROPERTIES relating to MINES; and they offer gratuitously information relating to such properties, which Mr. BURGAN, from his practical knowledge, extensive connections, and long residence in Cornwall, is fully competent to supply. They also TRANSACT BUSINESS in GOVERNMENT SECURITIES, at regular charges, and in all JOINT-STOCK COMPANIES and OTHER SHARES.

MR. HY. SIBLEY, STOCK, SHARE, AND MINING AGENT, 4, BIRCHIN LANE, CORNHILL.

MR. T. TYACK, MINE SHAREBROKER, AUCTIONEER, &c., CAMBORNE, CORNWALL.

MR. WM. SIMS, MINING SHAREBROKER and GENERAL COMMISSION AGENT, REDRUTH, CORNWALL.

MR. M. W. BAWDEN, MINE BROKER, GENERAL ASSAYER, AND COMMISSION AGENT, REDRUTH, CORNWALL.

MR. R. W. JENKIN, GENERAL ASSAYER, CALLINGTON.

MINING OFFICES, TAVISTOCK.—Messrs. COMMINS and RICHARDS UNDERTAKE THE ENTIRE MANAGEMENT and PURSERSHIP of MINES, together with DIALLING and MAPPING.

Mines inspected, and reports furnished.

MR. RICHARD MICHELL'S MINING, AUCTION, AND GENERAL COMMISSION AGENCY OFFICES, FORT STREET, REDRUTH.

Mines inspected, and information punctually furnished.

MR. W. H. BRUMBY, STOCK AND SHAREBROKER, 1, QUIET STREET, BATH, is a BUYER of Boscuan, Sortridge Consols, Great Alfred, Alfred Consols, Wheal Wrey, Wheal Zion, and West Polberro.

MR. T. M. GEORGE, ASSAYER, LISKEARD.

THOMAS EDINGTON, PURCHASER and INSPECTOR OF CASTINGS ON COMMISSION, 17, GORDON STREET, GLASGOW.

MR. ADAM MURRAY, CONSULTING MINING ENGINEER, 76, CORNHILL, LONDON.

MR. W. C. VIVIAN OFFERS HIS SERVICES to his friends and the public, to INSPECT and REPORT on MINES and MINING PROPERTY in any part of the world.—Address, Camborne, Cornwall.

MINING OFFICES, UNY LELANT, HAYLE, CORNWALL.—

Mr. THOMAS TREWEEKE begs to inform his friends and the mining public generally, that he has COMMENCED BUSINESS at the above address as a SHARE-DEALER and GENERAL COMMISSION AGENT; and trusts by strict attention to the interests of those who may favour him with their orders to merit a share of their patronage. Mr. TREWEEKE flatters himself that being in daily communication with the best mining authorities of the day, and having had very considerable experience in practical mining, he is in a position to offer more than ordinary advice as to what mines in which one should invest, or otherwise.—Uny Lelant, Jan. 5, 1856.

MR. B. LAMBERT TENDERS HIS SERVICES to PARTIES INVESTING in or SELLING MINING PROPERTY. By the soundness of the information to which he has access, and the bona fide character of the undertakings to which he directs attention, his constant endeavours are to secure the support of his clients; and any information relating to mining shares will at all times be afforded, either to parties now holding shares, or to those who may be desirous of investing.

OFFICIAL PRICES FORWARDED daily on request; and a WEEKLY GENERAL LIST OF PRICES in SELECTED MINES, with a Commentary on the State of the Mining Share Market, published every Wednesday, in time for the evening mails, will be forwarded, post free, on application.

Mr. LAMBERT is well acquainted with the markets for the following shares, in which he can always transact business at the closest prices of the day:—

Alfred Consols. Marke Valley. Tincroft. West Providence.
Bedford United. Mary Ann. Treveltha. West Seton.
Devon Great Consols. Nantico & Penrhin. Wheal Arthur. Wheal Arthur.
East Wh. Margaret. Rosewarne. Trefusis. Wheal Buller.
Exmouthland Adams. South Caradon. United Mines. Wheal Cliffland.
Great Wheal Vor. South Frances. Vale of Towy. Wheal Cliffland.
Hington Down. South Tamar. West Basset. Wh. Kitty (Lelant).
Liskeard. Tamar Consols. West Caradon. Wheal Wrey.
Wheal Charlotte. West Damsel.

PROGRESSIVE MINES.

Bell and Lanarth. East Tamar. North Towy. Treveltha.
Bryntall. East Wheal Rose. North Wheal Robert. Trenow Consols.
Callington. Garreg. Gilmar. North Wh. Trelawny. West Alfred.
Condurrow Consols. Connamena. North Wheal Unity. West Frances.
Carvannall. C. St. Abbyn. Oresed. West Par Consols.
Cliffland & Wentworth. Great Sortridge. Par Consols. West Sortridge.
Conford. Sortridge Consols. West Stray Park.
Copper Hill. Great Wh. Badern. South Bedford. Wheal Cupid.
Craddock Moor. Merilyn. South Carn Brea. Wheal Grenville.
Cwm Darren. Messer. South Crofty. Wheal Hender.
Devon Wh. Buller. Mill Pool. South Devon. Wh. Kitty (St. Agn.).
Eaglebrook. North Buller. South Garrow. Wheal Ludcott.
East Basset. North Crofty. South Providence. Wheal Russell.
East Prongoch. North Frances. St. Day United. Wheal Trefusis.
East Russell. North Rosewarne. Stray Park. Wheal Teldy.
Tavy Consols. Wheal Zion.

Offices, 3, Hatton-court, Threadneedle-street, London.

MR. T. P. THOMAS WILL SELL, BY AUCTION, at Garraway's

Coffee House, Change-alley, Cornhill, London, on Thursday, the 10th day of January, 1856, at One o'clock precisely, in One Lot, a NEW 16-horse power HIGH-PRESSURE PORTABLE STEAM-ENGINE, on wheels, with chimney, horse-shafts, and fly-wheel, complete. The auctioneer begs to call particularly attention to the machinery offered, as most admirably adapted for the prosecution of young mines.

For particulars, and to view, apply to Messrs. HANCOCK and SHARP, 20, Token-house-yard, Lothbury; or to the auctioneer, 75, Old Broad-street, London.

FOR SALE, HOPE VALLEY LEAD MINE, WORTHEN, SALOP, WITH THE BUILDINGS, MACHINERY, AND MATERIALS THEREON.

MR. T. P. THOMAS has been favoured with instructions to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 17th day of January, 1856, at One o'clock precisely, in One Lot (pursuant to a resolution of the adventurers), the above desirable property, situated in the centre of the celebrated lead district of Shropshire, consisting of the SETT, BUILDINGS, and MACHINERY: the latter comprising a 20 in. cylinder ROTARY ENGINE, boiler, &c.; powerful crushing mill; dressing materials; capstan-rope; 60 fms. of 9 in. pumps; and all other materials; the whole forming a complete plant in a full state of working.

The mine is held on lease for 21 years, from the 24th June, 1851, at a royalty of 1-12th. Very considerable quantities of ore have been raised from this mine by the present adventurers.

For further particulars, and to view, apply to W. J. DUNFORD, Esq., 37, Threadneedle-street; Capt. J. KNEEBONE, on the mine; and of the auctioneer, 75, Old Broad-street, London.

ESGAR LEE LEAD MINE, CARDIGANSHIRE, WITH THE BUILDINGS, MACHINERY, ORES, MATERIALS, &c., FOR SALE.

MR. T. P. THOMAS has been favoured with instructions to SUBMIT TO PUBLIC COMPETITION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 17th day of January, 1856, at One o'clock precisely, in One Lot, the above valuable LEAD MINE, with the MACHINERY, BUILDINGS, WATER-WHEELS, LEAD ORES, DRESSING APPARATUS, PUMPS, MATERIALS, and PLANT, forming the whole of the property of the shareholders in and on the mine, consisting of a 40 water-wheel, with powerful crushing machine and dressing machine attached; a 25 ft. water-wheel, with crank and rods for pumping; 30 fms. of pumps; 2 round buddles; jiggling lutes; and dressing apparatus, complete, and in a full state of working.

This mine has made large returns of lead ore; and there is no doubt, if a little more money be expended in driving the levels eastward, that greater deposits of ore will be found than have been seen yet. By driving an adit into the mountain, a bank of more than 100 fms. will be obtained; and the last bunch having produced between £4000 and £5000 worth of lead ore, and the lode being now in the end 10 to 12 feet wide, there can be no doubt of this being a first-rate speculation. The set is large, and the water is sufficient to work the mine to any reasonable depth.

For particulars, and to view the mine, apply to Capt. JAMES LESTER, New Inn, Pontefrydd, near Aberystwith; Mr. THOMAS ROACH, 37, Old Broad-street; and the auctioneer, 75, Old Broad-street, London.

NINE VALUABLE HOUSES, WITH STABLE, OUTBUILDINGS, &c., NEAR THE ESGAR LEE LEAD MINE, ESTEAD-GERBRI, LLANBADARN-FAWR, IN THE COUNTY OF CARDIGAN, FOR SALE.

MR. T. P. THOMAS is instructed to SELL, BY PUBLIC AUCTION, at Garraway's Coffee House, Change-alley, Cornhill, London, on Thursday, the 17th day of January, 1856, at One o'clock precisely, in One Lot, the above valuable PROPERTY, consisting of one large residence, containing eight rooms, formerly called the Plynlimmon Hotel, and lately the residence of the captain of Esgar Lee Mine; one house and shop; seven good, well-built, and commodious residences for miners, and one stable; capable of lodging the captain and a regular staff of miners, dressers, &c., for the above, or any other mine; held under lease for 80 years, from the 13th November, 1840, and worth from £45 to £50 per annum, at the low rental of £2 per annum.

For further particulars and to view, apply to the auctioneer, 75, Old Broad-street; Mr. THOMAS ROACH, 37, Old Broad-street; and Capt. JAMES LESTER, Pontefrydd, near Aberystwith.

MR. R. EMERSON, SHARE DEALER, 4, COTTHALL BUILDINGS, TROMGORTON STREET, LONDON.

BUSINESS TRANSACTED in DIVIDEND and PROGRESSIVE MINES, BRITISH and FOREIGN RAILWAYS, and every other description of STOCK.

CAPT. THOMAS DUNN, of TAVISTOCK, undertakes to INSPECT, REPORT, and SURVEY any MINES or MINERAL PROPERTY in ENGLAND, IRELAND, SCOTLAND, or WALES. No objection to take the management of any mine or mines in the neighbourhood of Tavistock.

MR. W. MICHELL, COMMISSION AGENT and DEALER in BRITISH MINES, is always in a position to BUY or SELL in most DIVIDEND MINES, as well as NON-DIVIDEND MINES, where the prospects are such as will lead to early dividends. Gratuitous advice given on personal application, or by letter.—2, Crown-court, Threadneedle-street, London.

MINING INVESTMENT COMPANY (LIMITED).

Capital £100,000, in 10,000 shares of £10 each.—Deposit £2.

THE PROSPECTUS may be HAD on application to the manager, Mr. EVAN HOPKINS, 96, Gresham House, Old Broad-street, London.

MR. EVAN HOPKINS'S MINING RECORDS OFFICES, 96 and 97, GRESHAM HOUSE, OLD BROAD STREET, LONDON.

Circulars may be had on application.

THE ADVANCE of £500 is WANTED for a project, from which the lender will receive £1000 in addition to the re-payment of the loan. Security given for £500.—Apply, by letter, to "A. B. C." Mining Journal office, 26, Fleet-street, London.

UNITED MINES, TAVISTOCK.—About ONE HUNDRED SHARES in this very promising mine TO BE DISPOSED OF, at a cheap rate.

It has made its last call, and is shortly expected to be in a dividend state.—Vide Mr. J. Y. Watson's "Progress of Mining in 1855," in last week's Journal.

Apply to Mr. CHAS. D. BUTT (Member of the Mining Exchange), 15, Union-court, Old Broad-street.

MINE SHARES FOR SALE.—200 Molland, at the low price of 1s. 6d. each, for immediate cash.—Apply, "O. Z." C. Everett, news agent, 75, Old Broad-street, City.

FOR SALE.—FIFTEEN SWANPOOL, at 27s. 6d. per share.—Apply to "E. U." Post-office, Throgmorton-street.

NOTICE OF REMOVAL.—The OFFICES of the DEVON BURRA BURRA MINE are NOW at 32, BUCKLESBURY.

SORTRIDGE CONSOLS.—An exclusive REPORT, just made on this mine, by Capt. Samuel Secombe, of Phoenix Mine, will be found in the FOURTH EDITION of Mr. MURCHISON'S work on BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, p. 332, published this day at Mr. Murchison's offices, 117, Bishopsgate-street Within, London; price 3s. 6d., by post 4s.

PAR CONSOLS.—A REPORT on this valuable dividend mine, recently made by Capt. Samuel Secombe, will be found in the FOURTH EDITION of Mr. MURCHISON'S work on BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, p. 270, published this day at Mr. Murchison's offices, 117, Bishopsgate-street Within, London; price 3s. 6d., by post 4s.

EAST GUNNIS LAKE AND SOUTH BEDFORD CONSOLS.—An exclusive REPORT on this mine, just made by Capt. Samuel Secombe, will be found in the FOURTH EDITION of Mr. MURCHISON'S work on BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, p. 307, published this day at Mr. Murchison's offices, 117, Bishopsgate-street Within, London; price 3s. 6d., by post 4s.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORKSHIRE, MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

MINING INVESTMENT, &c.—The large amount of capital invested, and the great want of facility for conducting the sale and purchase of stock, has induced us to OFFER OUR SERVICES to capitalists and others, being in daily communication with practical men in all parts of the country, who have the means of obtaining the most correct information upon the principal mines in Devon, Cornwall, and Wales. There can be no doubt that mining securities offered to the capitalist a safe and profitable source of investment, many of which, by a careful selection, will ensure a return of 10 to 20 per cent. for many years to come; others of a progressive character hold a promise of increased value, and of becoming a leading and dividend property.

Messrs. FULLER and CO., 31, THREADNEEDLE STREET, LONDON, respectfully TENDER THEIR SERVICES in TRANSACTING ANY BUSINESS, or obtaining any information, connected with MINING, BANKING, or RAILWAY SECURITIES; and any orders confided to their care will receive the best attention.

Office Hours from Ten till Five.

INVENTIONS, AND THE MODES OF PROTECTING THEM.

All the inventions of the times, and all matters affecting their protection for the benefit of the inventor, are given in

THE PRACTICAL MECHANICS' JOURNAL. Edited by WILLIAM JOHNSON, Assoc. Inst. C.E. Monthly, 1s.; 24 quarto pages. Two large plates, and numerous woodcuts. In addition to all the Mechanical, Engineering, Chemical, and General Scientific Information of the day, this work contains articles on the British and Foreign Patent Laws, Disclaimers, Prolongations, Reports of recent Patent Law Cases, and all particulars bearing upon the mutual relations of the Inventor, Manufacturer, and Capitalist. Yearly, Vol. I. to VII., cloth, 14s. each, contain 2100 pages of Letter-press, 172 large Plates, and 3000 Woodcuts.

Hebert, 85, Chancery; Editor's Office (Offices for Patents and Designs), 47, Lincoln's Inn-fields, London, and 166, Buchanan-street, Glasgow.

For further information on the Law of Patents, the inventor may consult

THE PATENTEE'S MANUAL OF THE LAW OF LETTERS PATENT FOR INVENTIONS. By JAMES JOHNSON (of the Middle Temple), and JOHN HENRY JOHNSON, Solicitor and Patent Agent, 5s. cloth.

Longman, Brown, and Esdaile, 15, Abchurch-lane; Offices for Patents, 47, Lincoln's Inn-fields, London, and 166, Buchanan-street, Glasgow.

Also, price 6d.

AN ABSTRACT OF THE PATENT LAW AMENDMENT ACT, 1852, with Observations thereon, for the use of Inventors and Patentees.

And, Gratis, at any of the offices.

HINTS TO INVENTORS OF OBTAINING LETTERS PATENT; and a sub-pamphlet on INFORMATION AS TO FOREIGN PATENTS.

Offices for Patents (Practical Mechanics' Journal Office), 47, Lincoln's Inn-fields, London, and 166, Buchanan-street, Glasgow.

BATTLE WITH THE BASALTS.

AN ATTEMPT TO DELIVER THE CHIEF OR PRIMARY CRYSTALLINE MASSES FROM PLUTONIC DOMINION.

By JOSEPH HOLDSWORTH, Esq., M.G.S.F. &c. &c.

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REVIEW OF BRITISH MINING ENTERPRISE.

FOR THE YEAR 1855.

By R. TREDINNICK, Manager of Mines, and Broker.

In submitting the first Number of our Weekly Circular for the year 1856, we shall briefly enumerate the leading features of the London share market, and refer somewhat in detail to the great and important advantages which have resulted to the public through success in Cornish and Devon mining during the year 1855. We will, however, observe, in the first instance, that the imports of gold from America are upon the increase, and that our advances from that country are both satisfactory and healthy, as affects their position and connections with us. The news from California speaks favourably of gold from the old, and discovery of additional productive and profitable mines. From Australia, however, the picture differs; we hear of nothing but disappointment and retrenchment; the feverish excitement which existed in that colony gave rise to extravagant hopes, all but impossible of realisation. The present depressed position and prospects of their trade and commerce, both at home and with this country, attest the inevitable results that necessarily follow such illusions.

The gold companies which engaged public attention so much for three or four years, have, as predicted by us at the time, failed to remunerate, and long since become defunct; the same may be observed in respect to the gold mines of Wales and Cornwall—no trace of their existence remains, but the old-repeated advertisement—"Borden's Quartz Crushing Machine for sale," which stands forth, equally notorious with the mines, as a forcible example of England's folly and credulity.

The commercial accounts from the various manufacturing towns of the north of England are not merely satisfactory, but highly encouraging; at Manchester, trade has rarely been more active or healthy; in Birmingham, the metal trade is firm and flourishing; at Newbrough, and other manufacturing towns, as well as in the woolen districts, a feeling of confidence is gaining ground, and greater activity exists throughout the commercial world in general.

The estimated production of coal for the year 1855 is valued at 23,000,000, sterling at the pit's mouth; and that of iron ore 3,000,000, which latter is about equal to the aggregate value of all the salts, earthen, sulphur, and building stones raised throughout the country.

Immense as are the returns of mineral wealth which for centuries has enriched the kingdom, and rewarded enterprise and perseverance in prosecuting the mines of England, it would appear that her resources are equally prolific, whilst there is no fear, from recent discoveries, that her stores for ages to come will exhibit any token of even approaching exhaustion.

To those who are acquainted with the vast mineral resources of this country, it is all but useless to observe that Great Britain is the most important country in the world for the production of the useful metals of the day. Fuel, the all-important agent in the production of ores, and the most powerful element in the production of motive power, is to be found throughout the countries of England, Scotland, and Ireland. The coal formations in these districts occupy rich and wide-spread areas. The coal, especially those of Newcastle-on-Tyne, Scotland, and Wales, is contiguous to the sea, which, in fact, surrounds the whole country, hence we are enabled to export the coal to those places where the metalliferous ores exist in abundance. The Cornish and Devonshire ores are conveyed to Wales for the purpose of smelting (as no coal is produced in those counties); therefore, a sum of 2s. 15s. per ton on the ore is deducted by the smelters for returning cargoes.

The ores of iron, abundantly distributed in several of the metal basins, add greatly to the value of these. Each one so placed has become the centre of a metalliferous district, where numerous works produce iron at a price so moderate that no nation can compete with this manufacture with any chance of success, whilst a new feature has been in the trade, through the development of the ore till lately hidden in the Cleveland Hills, which in all probability will effect still further favourable changes in the production of that useful metal. The insular position of Great Britain, which allows the coal to be conveyed at a trifling expense wherever it is wanted, is equally important in enabling the iron to be conveyed by its ships throughout the world. These highly favourable circumstances have given great development to the operations of iron mining and the manufacture of iron, and this has been especially felt since the application of cast-iron for the purposes of construction and the formation of the great lines of railways.

The quantity of coal raised in 1849 is not accurately known; but in 1850 it is estimated at 24,500,000 tons; the increase since must have accompanied that of the value of iron, which is one of the essential elements.

These sources of wealth in coal and iron, which are alone sufficient to place a country at the head of mineral industry, are not the only ones possessed by England. Nature, in general, has profusion towards this favoured country, has given it mines of copper, of lead, and of lead, also of great richness.

Two-thirds of the produce of copper of the whole world is raised in the Cornish and Devon mines.

With regard to tin, England divides with Saxony and the Indian Archipelago the lead in Europe.

It is often supposed that England, so rich in regard to iron, copper, and tin, is comparatively poor in respect to lead; but this is an error, arising from the fact that the production of lead, instead of being concentrated, like that of copper, in one or two districts, is spread over a great number of counties. Some, like those of Alston Moor, in Cumberland, of Snailbeach, in Shropshire, or of Wanlock, in Dumfriesshire, with Tallaugh, in Flintshire, and the Llanes, in Cardiganshire, are indeed well known, but most of the others are comparatively unknown. Their number, notwithstanding, is considerable, owing to the wide extent of palaeozoic rocks in Great Britain, and they raise the total production in metal to an amount which may perhaps place England also at the head of supply in a respect; Spain is, at any rate, the only country that can come into competition with her.

It appears that, next to coal and iron, lead takes precedence over copper and tin in the amount of produce.

The foregoing facts best assert the importance of our home mines, as well as show the vast influence they necessarily exercise upon both the social and commercial position of this great empire. Without speculative enterprise we should, however, soon slide into a second or third-rate power, and ere many years elapse further descend the scale of nations, until we become comparatively insignificant, even in our own estimation. So it is equally certain that British mining (which has hitherto contributed more than any other branch of native industry to the wealth and position of this country) would become of little importance, were it robbed of that healthy adventure, which encourages the hard-working miner to hope, stimulating him with perseverance and energy in his slow, yet sure and honest, progress to success. Mining will not, at times, prove successful at first, but with the leading-strings of science in working, and by practical experience and judgment in the selection of mines, situated in good approved districts, having analogy and profitable surrounding companies in their neighbourhood, no medium of investment presents greater chances of success, or so many chances of large and rapid fortunes being acquired within a short period, upon comparatively small amounts of capital. It is necessary, however, above all things, to exercise prudence at starting, as it is often too late (under the best advice) to effect successful retreat when the danger is already encountered, through an injudicious release of shares, which too frequently occurs at the instigation or recommendation of parties totally ignorant of the intrinsic worth of that which they recommend, which eventually ends, as every practical miner must have known at first, in disappointment and misruin; proving usually, to the prejudice of legitimate mining, as "schemes" for premiums, instead of "mines" for dividends of profits.

The Times observed that mining "fascinates more than it deters," but experience nine-tenths of past failures in Cornish mining to want of judgment at starting, and with blind reliance upon the statements and representations of agents and others, whose only knowledge of, and acquaintance with, lodes and strata consist in the purchase and sale of shares in the London market.

To guard against such results, and in order to furnish the public with authentic and approved districts, having analogy and profitable surrounding companies in their neighbourhood, and with a practical acquaintance with mining pursuits extending over a period of 23 years, we trust to succeed in pointing out, through the medium of our *Weekly Circular* (which will be published at 10s. 6d., instead of 2s. 2s., annually from this date), those companies alone most desirable for investment, thus affording the public a fair chance of profitably employing their capital in Cornish and Devon mines, at least in an equal degree with those who have repaid, and still stand to reap from the results, as every practical miner must have known at first, in disappointment and misruin; proving usually, to the prejudice of legitimate mining, as "schemes" for premiums, instead of "mines" for dividends of profits.

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THE FOLLOWING ARE THE STATISTICS OF COPPER SALES IN CORNWALL SINCE THE YEAR 1701:—

Year.	Copper Ore.	Fine Copper.	Produce.	Stand.	Amount.	Decennial Periods.
1701	16,437	1,809	118	—	—	—
1705	18,425	2,089	118	—	—	—
1710	21,776	2,328	118	—	—	—
1715	23,684	2,555	118	—	—	—
1720	26,353	2,765	118	—	—	—
1725	31,758	3,267	118	—	—	—
1730	27,896	3,347	—	81	189,609	1702 to 1711
1735	27,969	3,356	—	70	148,541	3347 tons of metal, to produce 12 per cent.
1740	27,603	3,320	—	68	162,000	—
1745	30,254	3,596	—	78	192,000	—
1750	29,333	3,532	—	77	191,500	—
1755	29,433	3,532	—	72	177,000	1775 to 1794
1760	28,216	3,386	—	72	140,536	3450 12 per cent.
1765	24,706	2,965	—	73	180,976	—
1770	31,115	3,734	—	81	171,251	—
1775	24,443	2,932	—	77	178,789	—
1780	28,749	3,450	—	70	152,434	—
1785	28,123	3,375	—	72	249,957	—
1790	28,123	3,375	—	72	249,957	—
1795	36,691	4,392	—	72	264,135	—
1796	36,691	4,392	—	72	264,135	—
1797	36,691	4,392	—	72	264,135	—
1798	36,691	4,392	—	72	264,135	—
1799	36,691	4,392	—	72	264,135	—
1800	36,691	4,392	—	72	264,135	—
1801	36,691	4,392	—	72	264,135	—
1802	36,691	4,392	—	72	264,135	—
1803	36,691	4,392	—	72	264,135	—
1804	36,691	4,392	—	72	264,135	—
1805	36,691	4,392	—	72	264,135	—
1806	36,691	4,392	—	72	264,135	—
1807	36,691	4,392	—	72	264,135	—
1808	36,691	4,392	—	72	264,135	—
1809	36,691	4,392	—	72	264,135	—
1810	36,691	4,392	—	72	264,135	—
1811	36,691	4,392	—	72	264,135	—
1812	36,691	4,392	—	72	264,135	—
1813	36,691	4,392	—	72	264,135	—
1814	36,691	4,392	—	72	264,135	—
1815	36,691	4,392	—	72	264,135	—
1816	36,691	4,392	—	72	264,135	—
1817	36,691	4,392	—	72	264,135	—
1818	36,691	4,392	—	72	264,135	—
1819	36,691	4,392	—	72	264,135	—
1820	36,691	4,392	—	72	264,135	—
1821	36,691	4,392	—	72	264,135	—
1822	36,691	4,392	—	72	264,135	—
1823	36,691	4,392	—	72	264,135	—
1824	36,691	4,392	—	72	264,135	—
1825	36,691	4,392	—	72	264,135	—
1826	36,691	4,392	—	72	264,135	—
1827	36,691	4,392	—	72	264,135	—
1828	36,691	4,392	—	72	264,135	—
1829	36,691	4,392	—	72	264,135	—
1830	36,691	4,392	—	72	264,135	—
1831	36,691	4,392	—	72	264,135	—
1832	36,691	4,392	—	72	264,135	—
1833	36,691	4,392	—	72	264,135	—
1834	36,691	4,392	—	72	264,135	—
1835	36,691	4,392	—	72	264,135	—
1836	36,691	4,392	—	72	264,135	—
1837	36,691	4,392	—	72	264,135	—
1838	36,691	4,392	—	72	264,135	—
1839	36,691	4,392	—	72	264,135	—
1840	36,691	4,392	—	72	264,135	—
1841	36,691	4,392	—	72	264,135	—
1842	36,691	4,392	—	72	264,135	—
1843	36,691	4,392	—	72	264,135	—
1844	36,691	4,392	—	72	264,135	—
1845	36,691	4,392	—	72	264,135	—
1846	36,691	4,392	—	72	264,135	—
1847	36,691	4,392	—	72	264,135	—
1848	36,691	4,392	—	72	264,135	—
1849	36,691	4,392	—	72	264,135	—
1850	36,691	4,392	—	72	264,135	—
1851	36,691	4,392	—	72	264,135	—
1852	36,691	4,392	—	72	264,135	—
1853	36,691	4,392	—	72	264,135	—
1854	36,691	4,392	—	72	264,135	—
1855	36,691	4,392	—	72	264,135	—

The accounts since have been made up yearly to end of June, and the following is the result of sales made in the Cornwall Ticketings. The ores sold by private contract are, therefore, not included since 1837:—

Year.	Copper Ore.	Fine Copper.	Produce.	Stand.	Amount.
1838 (end of June)	145,688	15,473	72	109	£ 857,779
1839	159,551	12,451	72	110	922,297
1840	147,266	11,914	72	108	792,758
1841	135,090	9,982	72	119	519,949
1842	135,381	9,830	72	121	822,870
1843	144,806	10,860	72	110	804,445
1844	152,667	11,279	72	110	815,246
1845	152,900	12,315	72	104	835,351
1846	158,913	12,315	72	106	886,785
1847	148,674	11,966	72	97	825,080
1848	155,616	12,869	72	97	825,080
1849	144,983	12,053	72	93	716,917
1850	150,890	11,821	72	104	814,037
1851	154,290	12,199	72	101	808,244
1852	152,892	11,707	72	107	828,058
1853	150,097	11,839	72	—	1,124,561
1854	150,687	11,729	72	—	1,155,756
1855	159,193	12,577	72	—	1,263,739

The estimated production of tin for the year 1855 does not exceed 700,000, which is about the average amount. We shall hereafter have occasion to refer in detail to a few of the more promising mines producing that metal, but we regret to add that the profits resulting to the miner for the year 1855 from all at work in Cornwall and Devon do not exceed (being 22,261), that of either Buller, Basset, North Basset, West Basset, or the Devon Great Consols, and other important copper mines singly.

The production of lead exceeds that of copper, the former being estimated at 1,500,000, against 1,400,000; for the latter; but the profit arising from copper mining exceeds that of lead tenfold: the high price of copper is attributable to increased consumption and lessened importation. Observe the following statistics of sales at Swansea, which include all ores imported, as well as those produced in the Principality and the Emerald Isle:—

MINERALS IN SCOTLAND.—On Thursday the minerals of the Moors of Paisley, belonging to the Burgh trustees, were exposed to sale, by public roup, at a period of 31 years from Martinstown. The minerals, &c., are coal, blackband, and clayband ironstone, aluminous shale, copperas ore, fire-clay, and limestone, which were exposed at upset lordships, respectively stated in the articles of roup, on an equivalent of 22½ cwt., that on blackband ironstone being at the rate of 2s. 6d. a ton, or, in the option of the landlords, a fixed rent of 250*l.* per annum. The bidder was on a percentage of the fixed lordships respectively. The competition was keenly kept up until the close of the day, when the following gentlemen were named as purchasers:—Messrs. W. Kincaid & Co. on behalf of Messrs. Merry and Cunningham, and latter were declared tenants—Mr. Cunningham, having offered 66 per cent. in advance of the upset lordships.—*Glasgow Mercantile Journal*.

Meetings at Mining Companies.

COLOGNE MINING COMPANY.

An extraordinary general meeting of shareholders was held at the London Tavern, Bishopsgate-street, on Saturday, Dec. 29.

Col. J. G. W. CURTIS, C.B., in the chair.

The notice convening the meeting having been read from the English and Prussian papers, the CHAIRMAN said the circular issued to the shareholders will have put them in possession of the facts, and the notice in the English and German papers explained the circumstances which called them together. The council were prepared to afford every information that could be desired. He pledged himself that all questions should be freely, frankly, and fairly answered. He had only been elected in the beginning of the year, and shortly after proceeded to establish his residence at Brussels, to watch personally the interests of the company. The Chairman then detailed at great length the steps taken to bring to justice Mr. Hodgkin, the late agent of the company, and said when the flight of Mr. Hodgkin was announced to him, through a telegraphic message, his first impulse was to start at once for Cologne, but he subsequently consulted several friends, and it was determined to have the advice of a Prussian advocate; the choice fell upon Mr. Neissen. Five hours after the telegraphic message, they proceeded to Cologne. At Derschlag, they found the papers and property belonging to the company, and at Cologne they collected some valuable facts, upon which they had since acted. Whatever Mr. Hodgkin's shortcomings might be, they must concede to him a wonderful talent, which had inspired great confidence; he had purchased several mines, and had, no doubt, worked them with the capital of the company. Subsequently to these facts being known, an active correspondence was carried on with Mr. Rueb, of Rotterdam. The council met at Cologne, and each of them advanced 1000 thalers for the purpose of protecting their property. This point being carried, it became a question whether they should recommend the winding-up of the company. Having been so grossly deceived, they determined to proceed to the mine, and take with them an officer of the Prussian Government. They set out for Cologne, and arrived at Derschlag late at night, when they formally took possession of the property belonging to the company, already attached by Mr. Neissen. The reaction in their affairs had taken place prior to this. The newly-discovered lode had created some expectation in the mine, and he consulted the sworn official agent of the Prussian Government (Mr. Huette), who pronounced it one of the first quality, which was almost inexhaustible. He (the Chairman) told him he insisted upon his delivering in a definite opinion, which he did, and his reputation depended upon its correctness.—A DIRECTOR then read Mr. Huette's opinion, as follows:—

"I have no hesitation in saying that this lode will yield 50 tons a day, and at that rate of extraction cannot be exhausted in fifty years; 100 men a day will produce 50 tons per day."

The CHAIRMAN remarked that this was the report of the Government sworn engineer of Prussia. The discovery was made at the moment they were threatened with ruin. After what they had all doubt, disappeared, speculation ceased, and remuneration could be obtained. They at first thought of selling the property, but no purchaser could be found. The mine required capital to work it, had a ready hand pledged to parties, and it was very improbable they could find an individual who would give anything like the capital required; and had the directors consented to a forced sale, it would have had a ready purchaser. The point had been so anxiously and deliberately canvassed, and the result was the report which had been issued. Their object now was to adopt precautionary measures. The agent of the company had done his duty, and he had a right to sell the mine, for his own part, he would never consent to the dictum of any agent. The council were responsible to the shareholders, and considered themselves bound to render every information. Capital would be required to proceed with their operations, and the directors were in the hands of the shareholders; and he might say there was not one of the council who was not prepared to pay every shilling the exigencies of the case might call for, as far as they were concerned. The proposed alterations in the constitution of the company would now be read, and he should be glad to hear the opinion of the proprietors on them.

A long discussion ensued, in which Mr. VALLANCE took a prominent part, asserting that the shareholders ought to pause before they consented to any modifications, and ought thoroughly to understand their responsibility. By the 31 article of the Prussian law, every shareholder was bound to appoint some person residing within 10 miles of the mine to appear for them, which in many instances could not be done. This was a *societe en commandite*, and their Chairman up to August had contemplated them in their limited liability, and they ought to be satisfied on this point. With due deference to the French law, Mr. VALLANCE contended that, by the Prussian law of May, 1851, the shareholders were not bound to pay rateable contributions. The clause was now introduced for the first time rendering it compulsory, and was quite at variance with the contract entered into when the money was subscribed. He contended they had no right whatever to place his money in another company. No Englishman, with property at stake, could leave it in the hands of a few persons without feeling the disastrous consequences. He assured them he considered the board above suspicion; but he could not, nevertheless, be deceived. According to the report of the agent, in 1853, he found that the company had, in a few months, realised the expectations of the shareholders. This report was falsified by the council, and they were told the funds were amply sufficient to meet all liabilities. And yet they were called upon to subscribe a large amount, or take the alternative of forfeiting their shares. He would advise them to pause before they changed the law, and would suggest that a committee of investigation should be appointed to ascertain how far they were responsible for the delinquencies of the agent. They were told in Aug. 1853, that Captain Jesse had kicked over the traces, and that no other agent would have the power to do so again. Before concluding, he would wish to ask whether any security was taken or asked for from Mr. Hodgkin? but he would not press for an answer.

The CHAIRMAN said he had only recently joined the council, and could not personally answer, but would leave it to their solicitor (Mr. Loaden) to meet Mr. Vallance's objections.

Mr. LOADEN entered at some length into the legal argument, and said it was not the first time he had to appear before them to argue the point. There was a difference of opinion between himself and Mr. Vallance, which turned upon the question as to whether this was an English company domiciled at Prussia, and subject to its laws. Hitherto it had not been, and the alterations in the constitution was to bring it within the laws of England. The law of *commandite* was unknown to the English law. It was erroneously supposed that this company was a *societe en commandite*; but by its statutes it was, in the eyes of the Prussian law of May, 1851, a *societe civile*; but by the fifth article of the statutes their operations are limited to a specific object—the raising, working, and selling the produce of its own mines. It was, to all intents and purposes, a private company, had no privilege to purchase minerals, and cannot, therefore, come within the category of a commercial one, or *societe en commandite*, and has, consequently, the right of dismissing its servant at any time.

Mr. HOBBS, M.P., fully concurred in the views of Mr. Vallance. It seemed that, unless the shareholders came forward with 10,000l., their shares would be forfeited. He had understood when he first became a proprietor that it would be the extent of his liability; and now they were informed that, unless they gave more, all that had been paid would be forfeited. If they had not taken any security for Mr. Hodgkin, the directors were to blame, and he would advise them to show a want of management. No man of business would have appointed such a man as Mr. Hodgkin without security. It was his opinion that a committee should be appointed before any other steps were taken.

The CHAIRMAN ardently desired the committee asked for, and was confident that the result would be in favour of the council. One fact had been assumed, that Mr. Hodgkin was appointed by the council, but he was assured the shareholders themselves had appointed him. It was true security should have been taken, and yet it would have been of no use. He had paid 1000l., and would be glad to get it back; hence the reason he prepared to pay it. The directors had put their hands into their pockets for the company, and could not be expected to do so again.

Mr. WILLIAMS considered it a plain, practical, mercantile question, not one of special pleading. All they wanted to ascertain was whether the law, if changed, would hold them further responsible.

Mr. REES was a commercial man, a large shareholder in this company, and could vote for one-fifth of the entire, consequently his opinion might decide the question. It had been his duty for months to investigate the affairs of the company. His firm took up the loan because the interest offered (10 per cent.) was tempting. Months elapsed before they advanced the money, and then they did not do so until they had thoroughly sifted its affairs. They had chosen Mr. Hodgkin, whose talents no one could doubt; but he did not deceive him (Mr. Rees), though he had been five days in his company. He could tell them, if the workmen were not paid in a fortnight the government could seize their ores to pay them, but they could not touch the mine. If they did not see to it, they would be doing themselves a great wrong; he had taken the opinion of the first lawyers of Cologne. They were in debt 3,000 thalers, on drafts drawn by the company, which were in the hands of different parties in Prussia; and the law could declare them bankrupt, and a splendid property would be lost. They were not bound to pay, according to the opinion of English and German lawyers. Their liabilities did not exceed 8000l., whilst the Vahlberg cost them 6000l., and was worth, and would be a bargain at, 10,000l., or 17,000l. It was clearly their mutual interest to subscribe the capital, and he was quite sure it would return from 7 to 10 per cent. They calculated the quantity of ore in the Vahlberg would yield 2000 Prussian, or 1000 English, tons of veinstone per month, which in two years would amply repay them.

The CHAIRMAN said that insinuations had been thrown out which it was impossible to meet; but it would be for the shareholders to appoint a committee to decide on future steps. This must be done at once. The directors had already put their hands into their pockets, and could not do so again. He, therefore, proposed that the meeting should adjourn until Wednesday. Whatever the conduct of Mr. Hodgkin had been, his faults could not be charged on the council; for he saw from the manuscript copy of their proceedings, which were also reported in the *Mining Journal*, that he was proposed by Mr. Hutchinson, and seconded by Mr. Madden; and it was proposed by Mr. Hutchinson, and seconded by Mr. Rhodes, that the name of the firm be Hodgkin and Co.

Mr. HUTCHINSON was willing to acknowledge that he had proposed Mr. Hodgkin, but did so on the recommendation of the council.

Mr. WILLIAMS thought it an absurdity, after the explanation given, that a committee should be appointed.—Mr. HUTCHINSON agreed, and withdrew his motion; adding he did not mean to cast any imputation on the directors.

Capt. Jesse said he was the original agent of the company, and was entitled to make some few remarks. When he joined the company it was a *societe en commandite*. Capt. Jesse was proceeding to remark upon his connections with the company, but was called to order by the Chairman; and after some further remarks from several shareholders, Messrs. Vallance, Loaden, and Neissen, were appointed a committee to consult with Mr. J. H. Lloyd on the extent of liability likely to be incurred by any change in the constitution of the company.

A resolution was passed, formally deposing Mr. Hodgkin as agent of the company. A vote of thanks to the Chairman terminated the proceedings.

The adjourned meeting was held at the London Tavern, yesterday, Col. CURTIS, C.B., in the chair. The CHAIRMAN said, the principal object of the present meeting was to receive the report of the professional gentlemen, and to determine the question of liability under the proposed alteration in the statutes. The shareholders had selected their own solicitor (Mr. Vallance), and he heartily congratulated them upon their choice, for it was impossible for the part that gentleman had taken to be conducted in a more able manner. The opinion obtained from a member of the Bar was highly favourable to the proposed alteration, and confirmed the views entertained by the council on Saturday last. They had only one object, which was to carry out the operations successfully. The proprietors were principally indebted to Mr. Neissen for the proposed alterations, whose only object appeared to be to protect the property. There were two plain practical questions before them—the first, to modify the statutes, and bring the concern under the control of the council; and, secondly, how

many shareholders would join the board to support the undertaking. It was worthy of remark, that since the departure of Mr. Hodgkin, considerable improvements had taken place in the mine.

Mr. LOADEN (the solicitor to the company) read a lengthened opinion, given by Mr. Lloyd, by which it appeared that it was absolutely necessary that the statute should be altered, as the company was brought out as a *societe en commandite*, in 1853, which was false in Prussia, as all mining transactions must be conducted under the mineral law of Prussia, passed May 12, 1851.

Mr. VALLANCE did not object to the proposed alterations, except as to the degree of liability and responsibility that would attach to the company, and contended that more time should be given to consider the proposed modifications, with a view of studying the interest of the English shareholders.

The CHAIRMAN said it was purely a legal question, and the shareholders would be misled if they supposed they were protected from liability through being a *societe en commandite*, and the company must be under the mineral laws of Prussia, and whatever alterations they might make, they could not overrule the laws of that country; but it was really merely a question whether they would risk another 4s. and lose 2s. instead of 2s.

Mr. LOADEN said it was quite clear that at the establishment of the company they did not intend to be under the laws of Prussia; but they were so, and must be so, and their proceedings would be governed by a majority. To talk of revising the statutes by an English statute was useless, as it was ridiculous to suppose they could alter the statutes of Prussia. The statutes proposed could be amended at any time, which would be better ascertained after practical working than from theory.

After a very lengthened discussion, the new statutes were accepted, and signed by the holders of a considerable majority of the shares of the company, and a resolution passed authorising the directors to raise 9000l., by the issue of preference shares, to bear 6l. per cent. interest, and rank for dividend. Messrs. Young and Macdonald were resigned as members of the council, Mr. Rueb and Capt. Fendal were unanimously elected on the board. The dismissal of Mr. Hodgkin, as agent, was confirmed, and no notice was given to Mr. Neissen and Mr. Rhodes, and the proceedings, which were adjourned until the 30th instant, to ascertain the amount of capital raised.

TINCROFT MINING COMPANY.

A general meeting of shareholders was held at the office, 61, Moorgate-street, on Thursday, Mr. FIELD in the chair.

Mr. HIRAM WILLIAMS (the secretary) read the notice convening the meeting, which declared it would be made special, for the purpose of transacting any general or other business.

The CHAIRMAN said the meeting was called in conformity with a rule which compelled them to hold one every four months. He regretted that Mr. Pryor was not present, which was in consequence of an accident (having fallen from his horse), and they were, therefore, without the report on the mine, which would otherwise have been submitted. They were probably aware that rumours had been circulated in the City respecting that gentleman, which threw some doubt on his management, and accused him of keeping back papers which ought to have been produced. It was, therefore, a matter of regret that he was not there to answer for himself. The directors were anxious to settle the matter, with a view of ascertaining whether it had any foundation; but they were, nevertheless, of opinion that it had not. He must congratulate them on the satisfactory state of their affairs. At the end of Oct. they had, in cash and ore bills, a surplus on the workings of 1400l., without taking into account the produce for Nov., and was glad to state that the costs for Nov. and Dec. would be met by the returns. The annual meeting would be held early in April, when he thought he would have the pleasure of announcing a dividend.

A shareholder was anxious to know if they might expect a dividend by February?

Mr. HIRAM WILLIAMS next read a report of the captain, an abstract of which appeared in the *Journal* last week, and the accounts for four months ending Oct., from which we condense the following particulars:—

Tincroft Mines general statement for four months ending Oct., 1855.

Balance last audit.....	£123 14 11
Reserve fund.....	945 0 0
Copper ore sold.....	6574 6 11
Tin sold.....	2994 19 1
Arsenic.....	70 0 10
Unclaimed charges in cost-sheet.....	134 16 3
Mortality of dues remitted.....	65 19 9=£14,968 17 9
Mine costs, July to Oct.....	6365 7 11
Merchandise bills.....	1971 11 6
Lord's dues.....	398 18 9
Management in London, six months.....	60 0 0
Sundries and interest.....	229 5 1
Freight and other accounts.....	400 17 8=£ 9326 0 11

Leaving balance in favour of mine.....£ 5582 16 10

The estimated assets and liabilities showed the above balance.

The CHAIRMAN observed, in reply to a shareholder, that the 945l., which appeared as the reserve fund, was from the old account. By the regulations of the company they were compelled to deduct 10 per cent. towards a reserve fund from whatever balance they might have at their disposal, or before any dividend could be paid. When the directors became embarrassed, in consequence of Mr. Stainby's difficulties, the reserve fund was sold out to meet the wants of the mine, and it was now in the books to be returned, but it would rest with the shareholders to say whether it should be distributed, or whether it should be retained in this respect, and thought it would be better if it were written off. He, therefore, moved that the nominal item of 945l. be removed from the accounts, and the directors relieved from the responsibility of re-establishing the same.

A SHAREHOLDER saw an item of 26l. in the balance-sheet, and wished to know if they were in the habit of discounting bills?

A DIRECTOR replied, that though they had a balance of 4400l. in their favour, the whole was not in hand; some 3000l. was in ore bills.

Mr. HOBBS said to the notice of a shareholder, that each director should have 25 shares as a qualification to sit at the board, which should be deposited either at the bankers', or be locked up in the office box. He had been asked if he were a shareholder when he entered the room, and considered he was in order in asking if the gentleman before him had so qualified?

The CHAIRMAN remarked that his reason for asking the question was, that Mr. Hodgkin had forfeited the shares formerly held by him.

Mr. HOBBS appealed to the meeting, and would again ask if the directors had been duly qualified to receive the statement relative to proceedings which they were now moving the previous question; which, after some further remarks from Mr. Hodgson, was carried.

The CHAIRMAN said they had been applied to for the restoration of certain scrip which had been forfeited for non-payment of calls; he, therefore, moved that the request be complied with on payment of calls, interest, and a fine of 1s. per share, the same as imposed in former instances. He was happy to say that they had altogether only about 20 shares under forfeiture. (Carried unanimously.) He (the Chairman) had not time to draw up a statement relative to proceedings which they were now moving against certain directors; from which it appeared that in June, 1854, Mr. Stainby, a director, became indebted to the company for 5500l., amount of a 10s. call. The other directors accepted a cheque on Oct. 31, in that year, for 5500l. in discharge of it, which, instead of being paid into the bankers', was put into an envelope and sealed by Mr. Hodgson, in the presence of Mr. Wilkinson and Dr. Spurgin, and placed in a drawer. The cheque was not paid, and Mr. Stainby wrote off his calls as settled on November 3, when all shares in arrears were forfeited. In December the cheque was returned, and a bill at three months accepted; the bill became due, and was not paid up to this time remains unpaid. Neither of these transactions were entered in the books. Hence it was sought to hold the board responsible. The Chairman, in continuation, stated that he believed every syllable of this statement could be proved as matters of fact, and the directors felt themselves called upon to protect the interest of the shareholders. The best legal advice had been taken, and they had determined that a Chancery suit should be commenced. The proceedings would be attended with heavy expenses, and there was much uncertainty in law, but still there was every probability of their being successful. The board, before proceeding, thought it advisable to consult the shareholders on the subject, and it would be for them to say whether they would pass a resolution to that effect. Probably, as Mr. Hodgson was one of the parties implicated, he would feel desirous of offering some observations.

Mr. HOBBS did not wish to interfere with their proceedings, and would merely say that the statement read was full of errors. He never expected to hear of this matter again, and thought it was all dropped. When he retired from the concern, in which he had taken much interest for a number of years, he never expected this return. He had become personally responsible for them to the amount of 15000l., and did not consider this was a debt of his he would at once pay it. The shares in question were liable to forfeiture, and had he continued a director they would have been forfeited. As to the result of the Chancery suit, he had no fear; but for the sake of the shareholders he protested against it; independent of which, he questioned their power. He had applied to look into the books, and was refused by the secretary, on the ground that there was a minute to that effect. He considered he had a right to see if the 15000l. for which he was responsible had been paid. His last act when he was in Cornwall was to get them a remission of dues for 12 months.

Mr. FRYER had never seen such a document.

The CHAIRMAN did not think the question to the point.

Mr. HOBBS was perfectly in order. He had been refused to see the books, and yet he was the only living lessee of the mine.

The CHAIRMAN said Mr. Hodgson was a defendant in the contemplated suit; and if he had any reasons to offer why it should not be proceeded with, he was ready to hear him, but he must confine himself to the matter before the meeting.

Mr. STAINBY did not quite understand the contemplated proceedings.

The CHAIRMAN replied that Mr. Stainby, in 1854, endorsed to himself 1100 shares. A call was made, for which a cheque was given, which was afterwards converted into a promissory note, the amount of which had not been received. These shares had been placed in the market and sold; they could not refuse to acknowledge them, as their credit would be jeopardised. The question, therefore, was between the present and previous directors.

Mr. HOBBS felt they were bound to say that the shares were in the hands of a party who was not a shareholder, and that Mr. Stainby was a collateral security.

Mr. STAINBY would give the directors his moral support. The character of the gentleman accused was at stake, and if the facts were as stated they would never be able to hold up their heads again in the City of London. They had no right whatever to make away with the property of the company.

Mr. HOBBS said the statements were at present *ex parte*. He held in his hands a share marked by Mr. H. Williams, the secretary, from which it would seem that he had received the seventh instalment of 15l. Now, if that gentleman was so far to forget himself as to make a number of these, they would, according to the doctrine they sought to establish, be liable themselves. This was the case of Mr. Stainby.

The SOLICITOR of the company said he held the cheque and bill, with the envelope, impressed with Mr. Hodgson's seal.

The CHAIRMAN further remarked that the acceptance was taken that the directors might come forward and forfeit all shares in arrears, with the exception of Mr. Stainby's 1100. Himself and co-directors were asked, in the early part of the year, to accept office; and after investigating the affairs they did so, with a distinct understanding that Mr. Stainby's assets should be a good one, and they were morally bound to see that it was so.

Mr. HOBBS said, that if the laches were his he would pay for them.

The CHAIRMAN must call their attention to the resolution before the meeting. They had the power to go on or stop.

Some further discussion ensued, and it was ultimately determined to withdraw the motion, the CHAIRMAN stating that the directors would proceed on their own responsibility. A vote of thanks was then passed to the Chairman, and the meeting separated.

WEST MARIPOSA GOLD MINING COMPANY.

A meeting of shareholders was held at the North and South American Coffee house, on Thursday, Mr. H. GUDDALL in the chair.

The CHAIRMAN having read the notice from the *Mining Journal* convening the meeting, said he would at once call upon Mr. Furlong to report upon the proceedings that had taken place since the last meeting; at the same time, he was sorry to inform them that the result had been most unsatisfactory.

Mr. FURLONG agreed with the Chairman, that the result of their negotiations had been most unsatisfactory; but he would lay before them the whole of the information the committee had obtained, and leave the meeting to decide the future course to be pursued. The first matter he had to ascertain was the number of shares paid upon by the public, which he found to be 93,500. Mr. Serjeant had 7000 free shares upon the formation of the company, and had a claim to 23,000 upon completion of the title, which had never been done. The office expenses, including salaries, amounted to 3500l.; preliminary expenses, 4500l.; sundries, 1000l.; machinery, 8000l.; California mining, 11,000l.; Pittsburg, 7000l.; making together, 37,000l.—leaving a balance, from the paid-up shares of 16,500l., and, in addition, gold in hand, 2000l.; but 2s there were claims in California, 1000l., and by Mr. Macdonough, 1000l.; leaving the balance at 16,500l.; and, out of the sum, 14,000l. was lent to one of the directors, Mr. John Masterman, junr. The machinery had never been used, and although it cost 8000l., it was doubtful whether it would be worth the freight to the country, and where it was now lying it might realise 500l. The original intention of the company, according to the prospectus, having failed, he (Mr. Furlong) considered expending 11,000l. in a Californian speculation, without calling together the shareholders, was a matter for which the directors were liable. He asked Mr. Moore the nature of the security given by Mr. Masterman, and was informed that it consisted of shares, at the present time, worth from 8000l. to 10,000l., but Mr. Moore refused to inform him the nature of the securities. The proposition made by Mr. Moore, to be submitted to the meeting, was to agree to advertise that 2s. 3d. per share should be returned upon a certain day, and 2s. 3d. at some subsequent period, but he refused to pledge himself to any time when the first payment should be made, and he believed that the 4s. 6d. was merely dependent upon realising Masterman's securities. He (Mr. Furlong) next asked Mr. Moore to be allowed to look at the books, but was informed that they were in such a state that he could not produce them, as they were not made up. It was for the meeting to decide whether they should accept the proposition, or whether it was a fair return of the money. He had no doubt that, as trustees, the directors were answerable to the shareholders for the 18,000l. spent in California and Pittsburg, as also for the 14,000l. lent to Mr. Masterman. He had now laid before them the proposition of Mr. Moore, and should be ready to answer any question that might be put to him. (Cheers.)

A SHAREHOLDER said, he did not observe any mention of interest upon the loan to Mr. Masterman, although he had had the money for upwards of two years.

The CHAIRMAN replied that, upon the face of the accounts, there was no charge for interest.

Mr. TAUNTON said it was the first meeting he had attended. He represented a large number of shareholders, and, after duly considering the case, should submit to the decision of the majority, but the terms proposed he most decidedly objected to. There must be some limit to forbearance, and he did not think that they ought to agree to Mr. Moore's offer without further enquiry. There was something extremely suspicious in keeping back the books. If the directors had made mistakes, the shareholders might only lament it, if they knew the facts. There were two other companies which had been lost to Mr. Masterman, and he would like to have further information upon the subject, as in every instance he considered there was more than suspicion attached to it. He would, therefore, propose, that the offer of Mr. Moore should not be entertained until after the books had been inspected.

Mr. FURLONG seconded the resolution, but, as one of the committee, would not take upon himself the responsibility of accepting the terms without the consent of another meeting.

A SHAREHOLDER was of opinion that they had better come to a conclusion at the present time, and avoid the trouble and expense of another meeting. He would, therefore, move that the proposition of 4s. 6d. per share be accepted, so soon as the committee were satisfied. If they compromised, they would receive 4s. 6d. per share, but if they commenced a system of litigation they did not know where it would end. With regard to Mr. Masterman, he believed he was, at the present time, in Paris, and it was his proposal that would secure them the money. He had endeavoured to induce Mr. Moore to make it 5s., but he had that morning received a letter from him, in which he stated that the directors could not possibly do more.

Mr. FURLONG said he was not in favour of the acceptance of the offer, as he realised. He did not think if they went to law they would get 4s. 6d.; but it might be some satisfaction to expose the conduct of the directors to the world, and perhaps stop them from a repetition of similar acts.

Mr. ROBERTSON said, it was not the slightest use passing a resolution similar to the one proposed by Mr. Taunton. Mr. Moore had stated over and over again that he would never show the books.

Mr. JESSOP said Mr. Moore had most positively refused to show the books. The offer was not a definite one; and, in fact, they were no nearer a settlement than six months ago. Mr. Moore pledged himself to do something at some time hence. (Laughter.) If they were afraid of going to Chancery, he did not believe they would ever get any money, but if they took proceedings it was not unlikely they might be driven into terms. Mr. Jessop then moved, as an amendment, a resolution to the effect that a committee be appointed to take steps to wind up the company in the Court of Chancery, and that they proceed immediately to do so, unless the directors enter into a definite agreement to pay a certain sum, and that the committee be empowered to accept not less than 1s. 6d. per share, payable within a short period.

The CHAIRMAN seconded the amendment. He could not understand such an offer coming from a gentleman connected with the London Joint Stock Bank; it was the most unbusiness-like transaction he ever heard, and he would suggest that proceedings be instituted within a week, unless they got something tangible, as, in fact, the offer proposed really amounted to nothing. (Hear.)

A PROPOSER enquired whether the receipt of the amount proposed to be returned depended upon the whole of the shareholders agreeing to accept it.

Mr. FURLONG replied, that as many as thought proper might receive it, as it was unnecessary to have the consent of the whole body of shareholders.

The CHAIRMAN declared that he would rather go to the Court of Chancery at his own expense than submit to such an unsatisfactory offer, and should strongly recommend not to delay the matter above another week.

After a very lengthened discussion, Mr. Taunton withdrew the original motion, and the amendment was made the substantive resolution, and unanimously carried. The committee were re-elected, with the addition of Mr. Taunton; and a cordial vote of thanks to the Chairman terminated the proceedings.

BRITISH MINES AS AN INVESTMENT.

The fourth edition of Mr. Murchison's valuable work on this subject has been published this week, and we must say that its usefulness increases with its dimensions.

The book now contains nearly 400 pages, and affords the fullest information on the principal dividend and progressive mines of this country. Mining has suffered greatly from the general ignorance and unfounded prejudice which have prevailed respecting it; and it is to publications of the soundness and character of the one now before us that we must look for the means of raising it to a legitimate estimation in the public mind. Mr. Murchison's book has already been productive of much good to the mining interest, and we are glad to find that he perseveres in the course he has so ably commenced. To the present edition is added an appendix, giving a review of the progress of British mines, and the dividends paid in 1855, with their position and prospects, some of which have given an extremely well-written extract in another part of the *Journal*. Mr. Murchison also gives a very particular account of the principal dividend and progressive mines, to which we shall take other opportunities of alluding, and giving copious extracts.

"British Mines Considered as a Means of Investment," by J. H. Murchison, Esq., F.G.S., F.R.S., &c. Fourth edition, with an Appendix, giving a review of the progress of British Mines, and the dividends paid, during the year 1855, and their present position and prospects. Copies may be obtained at the author's office, 117, Bishopsgate-street Within, and at the *Mining Journal* Office, 26, Fleet-street.

MINING SCHOOL.—The examination of the pupils of this school took place in the school-room at Truro, on Dec. 20. The Rev. J. Punnett conducted the examination, assisted by the Rev. A. W. Hobson in mathematics, by Mr. Richard in practical mining, and by Mr. Hodge in chemistry. In mathematics, the pupils were examined in arithmetic, algebra, and Euclid. In practical mining: In geometrical and mechanical drawing—mining calculations—the description and use of mathematical instruments—calculations in iron sampling, &c. In chemistry: The elementary portions of the science, including the study of non-metallic bodies and their combinations. 1. The analysis and names of substances. 2. Actions of preparation. 3. Formulae representing the changes involved in the preparation. 4. The properties and uses of the substances; and 5. Their natural sources. The studies of the pupils in this class have not, however, been confined to books, but they have also had opportunities given them of becoming experimentally acquainted with these various subjects in the laboratory. The governors present, consisting of Mr. Bassett, Mr. Tremayne, Mr. Marriott, Mr. Allen, Dr. Buham, Mr. Tweedy, and Mr. R. Tweedy, with Mr. Bond, honorary secretary, attended the examination, which was followed by an excellent and suitable address of encouragement to the pupils by the Rev. J. Punnett, and he assured the governors that notwithstanding the pupils were entering wholly unprepared for such a course of studies, and that the period of the term had been so brief, they had made the most commendable progress, and did great credit to the pains that had been taken with them. After the examination, the governors held their meeting, at which a communication was read from the Secretary of the Government Department of Science and Art, Dr. Lyon Playfair, announcing that the Board of Trade had determined to encourage the preparation of masters for local schools at the Truro Central Institute, and for this purpose would furnish liberal encouragement by pecuniary aid, and various rewards to such persons as should enter the school with this object, and pass required examinations. The governors resolved to prepare a plan by which this offer could be rendered available, and as soon as possible to announce the conditions on which such pupils are to be received. If this plan can be successfully carried out, there is not an extensive mine in a mining district but may be furnished with a schoolmaster, towards whose support the Government will render permanent assistance. The secretary reported that he had received the sum of 602l. 14s. 4d., and that up to this time the expenditure had been 476l. 4s. 4d. for apparatus, salaries, and the preliminary expenses in establishing the school.—*West Briton.*

THE PATHS TO PARLIAMENT, BY AN "ADMINISTRATIVE REFORMER." (London: J. Madden, Leadenhall-street.)—Mr. Disraeli claims the prerogative of the phrase "administrative reform," which has been adopted as a watch word by a large section of the essentially practical men of the country, who seek to destroy the vitiated influence of Government patronage, and place the right men in the right places. Every section of the political world seem disposed to accept its terms, but are not quite clear as to the means of carrying them out. No one denies the necessity of reform, but few agree as to how it is to be accomplished. The little brochure before us is addressed to the Members of the House of Commons, and is a homely, but not parliamentary, treatise. It is written with considerable spirit, and is a fervent appeal, at once argumentative, temperate, and eloquent, and will doubtless materially assist the cause it espouses.

TAPPING'S PRIZE ESSAY ON THE COST-BOOK SYSTEM, enlarged and augmented, with Notes and an Appendix, can be had at the *Mining Journal* office, 26, Fleet-street.—Price 6s.

APPLICATIONS FOR PATENTS, AND PROTECTION ALLOWED.

	year ending June 1, 1955, and for the year ending with the same date in Highways.	Last half-year.	Last year.
Bristol and Exeter	£5,12 6	£5 12 6	£5 12 6
Cardiff	5 9 1	5 9 1	5 9 1
Cardiff and Newport	5 12 6	5 12 6	5 12 6
Eastern Counties	5 5 10 3	5 5 10 3	5 6 15 3 6
East Lancashire	5 0 0	5 0 0	5 7 11 3
Edinburgh and Glasgow	3 18 5	3 18 5	4 18 0
Glasgow and South-Western	4 11 5 1	4 11 5 1	4 8 4 4
Great Northern	2 11 1 1	2 11 1 1	4 10 10 8
Great Southern and Western (Ireland)	4 16 1 1	4 16 1 1	4 6 6 6
Great Western	6 17 4 3	6 17 4 3	5 12 6 6
Great Western of Canada	2 10 0	2 10 0	4 7 6
Kendal and Windermere	4 17 2 6	4 17 2 6	5 2 5
Lancaster and Carlisle	5 4 5	5 4 5	5 11 3
Lancashire and Preston	5 3 10 3	5 3 10 3	5 3 10 3
Lancashire and South Coast	5 1 0 3	5 1 0 3	5 3 8 8
London and North-Western Stock	5 2 11 3	5 2 11 3	5 10 3 3
London and South-Western	5 4 2	5 4 2	5 4 2
Midland Great Western	5 9 4 1	5 9 4 1	5 18 8 4
Midland Stock	5 11 10	5 11 10	5 18 5
Midland, Birmingham, and Derby	5 2 1 6	5 2 1 6	5 10 3 3
North-Eastern Perwick Stock	4 18 0 3	4 18 0 3	4 18 0 3
Scottish Central	4 9 8 3	4 9 8 3	4 8 4
Scottish Midland	4 18 6	4 18 6	6 7 5
South-Eastern			

Mining Correspondence.

BRITISH MINES.

ALFRED CONSOLS.—Capt. Matthew White, Dec. 31: There is no change in the 30 ft. level, south of Davey's engine-shaft, for the past week, as the men have been engaged putting in timber for the purpose of stopping the ground over this level. The lode in the end and back of this level is worth for copper ore from 80¢ to 100¢ per fathom. The north part of the lode in the rise over this level is worth for copper ore 10¢ per fathom. This part of the lode, in the winze sinking below the 60, is worth for copper ore 30¢ per fathom. No change to notice in any other part of the futwork operations since last report.

BALLYVIRGIN.—Capt. Rich. W. Smith and T. Watson, Jan. 1: The lode in the north stopes has had a great change for the better. The lode in the old stopes between the cross-cuts has improved a little since last reported on. The lode in the south stopes appears to contain less sulphur than it did. The men in the cross-cuts west, in the end of the 10, have not yet cut the lode. All other work goes on satisfactorily.

BASSET GRAVE UNITED.—Capt. J. Rogers, Dec. 29: The Wheal Clifford lode in the 30 still continues productive. The 30 cross-cut south has intersected, within the last week, two small branches of copper ore. At Wheal Widden, the pitches are looking as well as ever.

BEDFORD UNITED.—Capt. J. Phillips, Jan. 2: The lode in 130 east is 2 ft. wide, producing about 2 tons of ore per fm.; no lode taken down in this level west. The lode in 115 west is 5 ft. wide, from 2 to 3 tons of ore per fm.; in same level east lode 2 ft. wide, yielding good looking work; the lode in back of this level is worth 6 tons of ore per fm. There is no alteration in the 103; Jackson's stopes, in this level, still produce 5 tons of ore per fm. The lode in 35 east is about 2 ft. wide, producing good stones of ore.

BOLENOWE.—Capt. W. Roberts, Dec. 29: In the 30 west the lode is 2½ ft. wide, very kindly—ground easy for driving. No alteration in any other part of the mine.

BOILING WELL.—Capt. G. Reynolds, Dec. 29: We have cut the south wall of the lode in the 60, and as far as I can see it has the same appearance at the south part as it had in the 50; it is a hard capel lode, producing some good stones of ore, with a regular footwall; I hope to give you a more satisfactory account when we cut through it. We have also cut the north lode in the 50; this lode is small, composed of tender spar and copper ore, and has the same appearance in this level as it had in the level above, where we cut it. The lode in the eastern shaft at present is split in two parts; one part is going down nearly perpendicular, the other part is underlying south; we are at present sinking on the latter branch; this branch is about 1 ft. wide, producing some stones of lead and munda, sprigged with copper ore. I should like shortly to drive north from this shaft, in order to cut the lode and branches which are still to the north. We have sampled 147 tons of copper ore. Our steam-whim is working, and answers well. We have also holed the east-whim shaft to the 30 ft. level.

BORINGDON CONSOLS.—Captain Wm. Golden, Jan. 3: Annie's shaft is sunk 24 fms. below the 24, which makes 76 fms. from surface, where the shaftmen are now employed making necessary arrangements to commence cross-cutting towards the lode, as low as we possibly can, to the bottom of the shaft. We have not done sufficient in the 12 east to satisfy ourselves whether the lode mentioned in the last report is one of our parallel lode, or a part of the caunter; the lode in the end is still looking very promising, with good spots of copper ore.

BRYNALF.—Capt. J. Roach, Jan. 3: The new lode in 10 ft. level east is about 1 ft. wide, but still the same in quality as reported last week, producing fine stones of ore; the ground we are now driving through will pay well for stopping. The lode in the winze under the 10 is about 14 in. wide; during the past week it has been worth 6¢ per fm.; from appearances I expect to inform you of an improvement in my next. The eastern end of the lode is still worth 15¢, and the western part 15¢ per fm., but the piece of ground between both is not so good; at present it is worth 5¢ per fm. The eastern end of the ground standing in reserve is worth 20¢ per fm. I have delivered 21 tons of ore in Newtown, which I purpose shipping for Holywell on Monday next.

BUTTERDON.—Capt. T. Grenfell, Dec. 31: The lode in the north end is 14 inches wide, composed of fluor-spar and lead ore, in sufficient quantity to pay for dressing; had we machinery on the mine to reduce it to a dressable size, independent of manual power, but with no other means than that of the bucking hammer, I need not say renders it too expensive, particularly in this neighbourhood, where the average price is four small barrows for 1s. In the south end the lode is still divided by a horse of kills from 2 to 3 ft. wide, the western part of it is 1 ft. wide, in can, interspersed with lead ore throughout; in the bottom of the end, and about 15 in. up, there is a thinness in the part of the lode, water running freely; on the whole, the lode may be said to present a favourable appearance both north and south.

BWICHSTELLAN.—Capt. J. Williams, Dec. 29: The men are engaged in cutting a plat in the adit level, preparatory to sinking deeper. On the surface the carpenters and smiths are preparing a small drawing machine, to be attached to the water-wheel for the purpose of drawing the stuff from the mine. The lode in the adit at the eastern end of the shaft is full of gossan and sugar-spar, and presents as fine an appearance as can be imagined; to the east of the shaft the lode is ore for a length of 10 fathoms, and we have instructed the men to cut it down to a greater width.

CAE-CYNON.—Capt. Evan Stedman, Jan. 2: The stopes over the 20 is improving westward, and we may expect something better soon. The engine-shaft has to be sunk 4 ft. to reach the 30. Our winze under the 20 is yielding branches of ore. The eastern stopes continue without alteration. All other operations as before.

CALSTOCK CONSOLS.—Capt. W. B. Colman: On the south lode, the lode in the eastern end is improving; it is becoming larger, and contains good stones of copper ore. The lode in the stopes has very much improved towards the eastern part of the stopes; the lode is 12 inches wide, composed of fluor-spar and lead ore. A part of men have commenced driving west on the south lode, to the west of the cross-course. On the north lode the men in the western end have commenced stripping down the lode, and will break from the lode standing a rich pile of ore. The grinder having been put in thorough repair, we commence crushing ore this week, and drawing it to quay.

CALSTOCK UNITED.—Captain W. Cooke, Dec. 29: In the 60 west the ground is much stiffer than it has been before; there is not much coming from the end, but it continues to flow from the bottom of the level, 4 or 5 fms. behind the end, as before reported. In the 60 cross-cut south the ground is firmer, but the water is decreased; in the 60 north the water is strong and ground hard; the further we get off the lode, the more the ground becomes in all parts. The engine is working well, and the machinery is in good order.

CAMBORNE CONSOLS.—Capt. W. Roberts, Dec. 29: In the 20 west, on caunter, the lode continues 1½ ft. wide, producing good stones of ore. On the north lode, in the 10 west the lode at present is small and unproductive. In the 33 cross-cut north the ground is favourable. The tribute pitches are looking tolerably well.

CAMBRIAN GOLD MINE.—Capt. T. Andrews, Dec. 31: The principal object that I have to recommend is, first, to operate on the lode named No. 6. The bearing of this lode is nearly east and west; there is a level driven on its course about 20 fms. The last 3 or 4 fathoms that have been explored I was induced to think was rich for gold, for this reason several holes have been blasted in the back of the level, near the fore-breast, during the last week, for the purpose of searching for gold, and with the object of putting up a line 5 or 6 fms. to surface, to ventilate the place, nearly every hole that has been blasted has thrown down some good specimens of gold, and visible gold. The lode at this place is about 3 ft. wide, composed principally of quartz, and specks of pyrites. The stratum is clay-slate, and in some places near the lode it is thickly impregnated with iron pyrites, which I think will yield gold. It is my opinion that good results will be obtained from this place by a stamping process, provided the stuff is treated in a similar manner to what I have seen in the Brazil; therefore I would recommend to erect small stamps, in order to ascertain the value of the stuff. There is already erected an excellent water-wheel, and water abundant for working it. There are several other gold-bearing lodes on this property that are worth making. It is a most promising aspect at present, and I am inclined to think that, if we make returns, I would recommend to make a trial of it, independent of the other lodes. It is my opinion that the stamping process will eventually be as effectual for extracting gold in this country as in the Brazil or elsewhere, provided the stuff contains an equal quantity of gold.

CAMDWR MAWR.—Capt. J. Williams, Dec. 29: The men are employed sinking the shaft, which is in a promising lode. This is all that is now doing.

CARRACK DEWS UNITED.—Capt. W. Hollow, Jun., and M. Dunn, Dec. 31: In Eley's shaft the lode is 12 in. wide, with a little tin and copper in it, but not enough to value. In the 30, east of ditto, the lode is 15 in. wide, worth 4¢ per fathom for tin and copper; in the same level west the lode is 12 in. wide, worth 3¢ 10s. per fathom. Battery shaft is now down to the 40; the lode here has much improved during the last 2 feet sinking, and is yielding 9 feet deeper before driving, hoping by this means to have ore ground to drive. We will give you the value at present of this lode in our next report. In the 30 east the north lode is 2 feet wide, composed of spar and munda, with a little ore in it. The south lode in this level has been touched since our last; this same lode, in the winze sinking under the 20 ft. level, is worth 3¢ per fathom.

CARVANNALL.—Capt. Wm. Roberts, Dec. 29: In 115 ft. level west the lode is 2½ ft. wide, chiefly composed of munda and crystallized iron. In 106 west the lode is 2 ft. wide, containing iron, munda, and prinn. The 96 and 88 west are without alteration. In 76 west the lode is nearly 2 ft. wide, with a promising appearance.

CARVATH UNITED.—J. Webb: We are driving east and west in 20, on copper lode, which is 3 ft. wide, producing good work, and of a very promising character; from the appearance in the 10, I could not have expected such a prospect for copper ore as we are getting in the 20. We intend sinking a few fathoms on the copper lode, then take down the rich tin part. We have not taken down much of the tin since I reported last. The 10, driving west by four men, is producing stones of copper; the lode here is altogether full 10 feet wide, and promises to make much mineral in deeper levels. We shall not be able to commence sinking for a 30 for nearly two months, although we have risen on the lode from back of 20 to add for the incline shaft, but it still requires timbering and I being made complete for an engine-shaft, the angle to break rods and pump work to put down, which must all be done in a strong and substantial manner, as this shaft will have, according to present prospects, to go a great depth. The stamping engine will go to work in a few days. The wet season has not been favourable for such erections, making dressing-floors, &c.; however, all this work is being pushed on as fast as possible.

CATHERINE AND JANE CONSOLS.—Capt. A. B. Callender, Jan. 2: During the week, I have been making experiments on the gold quartz which this property contained, and am surprised at the quantity of gold existing in it. When complete, I will send you particulars; and in the mean time will send you a box of the auriferous quartz, for the inspection of the shareholders.

CEFN CWM IRLWYN.—We are all in full course of working again, such as dressing, &c. At the underground work we have not been stopped at all, except the bottom level for about a fortnight. The 38, west of Taylor's shaft, is not holed as yet. We have about 10 or 12 feet to drive between the two ends, which are in a large lode, but the part we are driving is not yielding much ore at present, but most likely the main part of the lode is standing to the north. The stopes in the back of the 38, west of Taylor's shaft, are looking pretty well, rather better than they have been for some time past. We have a very promising lode in the 38, east of Taylor's shaft, where we put the bottom end men to drive for a short time when the water was in. The lode at this point is large, and will produce about 15 cwt. of ore per fathom; this level will be pushed on again in a few days, as soon as the same level west is holed. The lode in the adit level, east of Taylor's shaft, is about 2 feet wide, and of a promising appearance, composed of spar, munda, and clay-slate, with good stones of ore; this end is just getting clear of the cross-channel of ground, I am sorry to say that the first has been, however, getting on very well again, and shall do our best to get in as much ore as we can. Dec. 31.

COLLACOMBE.—Capt. S. Mitchell, Jan. 1: During the last month the 62 cross-cut, at Morris's engine-shaft, has been driven 5 fms.; the tip-plate, in this level, will be

completed this week. The 30 has been driven 5 fms. 3 feet 6 in., being, altogether, 37 fms. west of Morris's engine-shaft; and throughout this extent the lode has been a continuous, sharp, on an average about 30¢ per fm.; the lode in the present, although not quite so good, is worth 20¢ per fm. The 50 has been driven east of Morris's shaft 3 fms. 9 in.; the lode is of a highly-promising character, composed of quartz, peach, munda, and lead, and rich stones of copper ore: 27 fms. 3 ft. 4 in. have been stopped in back of 50; the lode is still in a fine course of ore, worth about 40¢ per fm. There is no change to notice in any other part of the mine. There were 171 tons of good ore sampled at Morwinding on Friday last. The putting in of the new winding and crushing-engine is being proceeded with.

CUBERT UNITED.—Capt. J. Trewin, Dec. 29: At Trebellan, no lode has been broken in the engine-shaft for the past week. The lode in the 68 north end is 1 foot wide, composed of quartz, prinn, and munda, worth 4 cwt. of lead per fm. The stopes in back of this level are improved, now worth 6 cwt. of lead per fm. There has been no lode broken in stopes south of engine-shaft for the past week. The lode in sump-winze is 1 ft. wide, composed of quartz, carbonate of iron, and munda. The lode in the 66 south end is 15 in. wide, composed of quartz, prinn, munda, and lead, worth of the latter 2 cwt. per fm., and has the same kindly appearance. The stopes in back of this level are worth 4 cwt. of lead per fm. The lode in 56 end, south of sump-winze, is 10 in. wide, composed of quartz, prinn, and floskan, worth 4 cwt. of lead per fm. The stopes in back of this level, north of engine-shaft, are worth from 4 to 5 cwt. of lead per fm. The lode in Towsey's shaft is much the same—1 ft. wide, composed of quartz and munda, poor for lead. We have on the mines, dressed and undressed, about 25 tons of lead ore.

CWM DARREN.—Capt. A. Waters, Dec. 31: We are making as much progress in sinking the engine-shaft below the 40 ft. level as possible; the lode, which is still standing, carries a regular wall, and is going down in a congenial rock, so that we are led to expect good results. In the 40, driving west, the lode is 2 ft. wide, yielding good stones of ore; the ground is a little more favourable—a circumstance that will enable us to go into the lode sooner than we calculated. There is no change in either of the stopes worthy of remark since my last report. The 40 is set to drive west, at 4½ lbs. per fm.; the 40 stopes, 2½ lbs.; the 30 ditto, west of Morgan's winze, 3½ lbs. per fm.

CWM ERFIN.—The stopes in back of different levels are looking much as usual, yielding good quantities of ore. The lode in 45 ft. level, east of drawing-shaft, is 2 ft. wide, with a little ore, but not rich at present, being rather disordered by a slide. The stopes in back of 30 ft. level, 15 fms. west of drawing-shaft, which is rather a new piece of ground to us, is yielding about 15 cwt. of ore per fm.; at this point there is a large piece of ground still standing, which will pay for taking away. The water is now up to back of the 55 ft. level, as our pumping-wheel has been idle for a long time; but we are now pushing on again with all speed, and hope to have from 25 to 30 tons of ore to sample on Jan. 8 next. Dec. 31.

DARREN.—John Humphreys, Dec. 29: Francis's level still continues in good ore ground; the veins of ore are more regular from the top to the bottom of the level, and the stopes are more likely to continue in length. The stopes on the north lode, in Level C, is improving in driving eastward. The drift between Francis's and Oliver's is not so productive as we expected, but we do not fear getting into good ore ground. The tribute bargains remain as usual. Mr. Pugh has applied for a plan of the site proposed for fixing the wheel, which shall be handed to him without delay. The mine gradually increases in produce.

DEVON BURIA BURIA.—Capt. John Lord, Jan. 2: The cheering prospects of this mine continue much the same as for some weeks past. The ground at the north shaft is without alteration, and the progress in sinking is satisfactory. The ground at the trial shaft, the present level, is more likely to be blasted. We are constantly going through branches with munda and ore dropping into the lode. We sampled, on Friday last, computed 10 tons.

DEVON WHEAL BULLER.—Capt. W. Neill, Jan. 3: In the 32 we have commenced driving east and west on the course of the lode, which is now opened on about 2 fms. in length—a more promising lode cannot be seen, producing munda, spar, and copper ore. To-day, the men have broken some good stones of ore, better than any which have been seen since we cut the lode. I have no doubt, in driving a few fathoms east and west, we shall meet with the course of ore gone down in the bottom of the 20, which there produced 3 tons of ore per fm. The lode in the 20 end east is looking well, producing some rich black and yellow copper ore; lode 3 ft. wide. The bottom, more likely to continue in length. The flat-rod shaftmen have been putting in pen-house, taking up water, &c., preparatory to sinking. The lode in the 10, driving east of flat-rod shaft, on North Buller lode, is 20 inches wide, producing good stones of ore, and has a kindly appearance; in the same level west the lode is 2 ft. wide, producing good stones of ore, and looking promising. The lode in the 12, driving east from the engine-shaft, is 24 ft. wide, chiefly of munda. The lode in the 22, driving east from the engine-shaft, is 25 ft. wide, producing good stones of ore, and has a very promising appearance. Dec. 29.

DYFNGWYM.—Capt. E. Davies, Dec. 31: In the past week there has been an entire change in the weather; the snow and ice have disappeared, succeeded by constant rain, so that our wheel has been working at full speed. We recommended drawing from 32 and 40 ft. levels. The present level is now fully occupied. The steam-engine is being proceeded with as quickly as possible. It will now be ready, I hope, long before we require it, as we have a good supply of water. The shipping of ore has not been quite concluded, but I hope to do so this week. There are certain forms of bonds to be signed to the Custom House officers.

EAGLEBROOK.—Capt. H. Tyack, Dec. 29: All our surface operations are progressing well. The raft-wheel for the crushing-mill will be completed in a few days.

EAST BLACK CRAIG.—Captain R. Williams, Dec. 31: The 43 ft. level, driving west, has a strong lode of carbonate of lime, with large crystals of blende through it. The lode in the 22 end west has favourable ground for lead, with good spots of ore on the north side. The 12, clearing west, is leaving a very kindly rock on the south side, containing branches of lead in places. The pitches are scarcely looking so well, as in some of them the men have met with the old workings, and this has cut out their ore ground.

EAST DARREN.—Taylor's shaft, under 50, is now very near, yet we have a large lode, and occasionally stones of ore; we are now down nearly 5 fms. below 50. The lode in 44, west of boundary winze, is again improving, and we have no doubt will, in a short time, be as productive as its former time. Our drawing machine is repaired, and so far works well. We hope to sample from 60 to 65 tons of lead ore on Jan. 5. Our total number of miners at present is 69 men, with which we see our way to raise about 60 tons of ore per month for a long time to come. Dec. 30.

EAST FOWEY CONSOLS.—Captain John Dale, Jan. 1: The works on the mine are progressing satisfactorily.

EAST WHEAL RUSSELL.—Capt. W. Metherell, Jan. 3: We are pushing on the 100 east with all possible speed. We have broken some good stones of ore from the 66 east this week; the end is looking promising. The 55 east is still looking well, producing good work; the 55, west of cross-cut, is rather improved.

EAST WHEAL TOLGUS.—The ground in the engine-shaft is moderately easy for sinking, and we have about 9 ft. more to sink to be deep enough for another level and for a fork. The ground in the adit cross-cut, south from the new shaft, and in the 12 cross-cut, south from the engine-shaft, is again improving, and we have no doubt will, in a short time, be as productive as its former time. The flat-rod shaftmen have been putting in pen-house, taking up water, &c., preparatory to sinking. The lode in the 10, driving east of flat-rod shaft, on North Buller lode, is 20 inches wide, producing good stones of ore, and has a kindly appearance; in the same level west the lode is 2 ft. wide, producing good stones of ore, and looking promising. The lode in the 12, driving east from the engine-shaft, is 24 ft. wide, chiefly of munda. The lode in the 22, driving east from the engine-shaft, is 25 ft. wide, producing good stones of ore, and has a very promising appearance. Dec. 29.

EAST WHEAL VOR.—Capt. J. B. Wilkin and T. Wren, Dec. 29: The 20, west of engine-shaft, has been widened and strengthened for taking flat-rod, and a bob-plat has been cut, making in all three bob-plats which had to be excavated before the two shafts could be set right for sinking.

EGAIR MYN.—Capt. S. Vial and Capt. J. Paul, Dec. 29: The engine-shaft is sunk 15 fms. below the 100 ft. level; the lode continues to improve, now producing stones of ore of a healthy and substantial character, and the productive lode seen in the old bottom is, doubtless, now coming in here. No alteration has taken place worth noticing in any other part of the mine since last report.

FEED DONALD.—Captain J. Muffett, Dec. 31: We have not met with any change in driving level B, and from measuring the ground we are daily in expectation of meeting with the other branch that intersects this lode; the lode in the end is still producing good stones and spots of lead, but not to value. If we do not intersect the other branch in a short time we will cross the lode as quick as possible; we are driving about 3 ft. per week. There is no alteration in any other bargain since last report.

FRANK MILLS.—Capt. J. Nicholls, Jan. 2: The lode in the bottom of the shaft is 2½ ft. wide, worth 2 tons of lead per fm. The dressing is going on satisfactorily.

GAWTON UNITED.—Captain R. Moore, Jan. 3: I carefully inspected this mine yesterday, and find that part of the lode in the 24 west which was in course of cutting down to be 5 ft. wide, but no signs of being through it; it appears the further they drive into it, the better it is; the part they are carrying will yield 4 to 5 tons per fm.; it is a splendid lode, and, no doubt, will yield a large quantity of copper ore. The lode in 39 west is promising, and upon reaching the run of ore ground as seen above, there is no doubt of having a good course of ore. The rise in the back of this level is yielding good work for copper ore, full 5 ft. wide, and giving a profit to the adventurers. A rise is being carried up from the 39 to the 24, which will ventilate the mine, the cost of which is 25¢ per fm. I would advise the 39 east to be carried on with all speed, as you will be gaining considerable back to stopes, and approaching a cross-course, where you may reasonably expect to find a good course of ore. The engine-shaft should be carried down on the course of the lode another 10 fms.; you will be proving the lode, and enable you to drive back under the ore ground, when you will have a splendid mine.

GEIRFON.—In the 18 ft. level west, on No. 1 lode, they have driven in the past month 3 fms. 1 ft. 6 in.; the lode is from 3 to 4 ft. wide, composed of gossan and capel, with a leader of sulphuret of zinc 15 inches wide, and good stones of lead. I hope to commence sinking the shaft in a day or two.

GELLERHEIRON.—John Jones, Dec. 29: In stopping the ground over Bonall's level, we find veins of ore in the south side, which increases the width and yield of the stopes, and gives confidence as to the value of the lode under Bonall's level. The rise in the back of Francis's level remains much as reported last week. We are cutting ground for the railroad from Bonall's level to the site of the shaft.

GOGINAN.—The lode in the 60, east of the Bryn-plea shaft, is 6 feet wide, and within the last few days has become a little harder; the lode is looking more promising; it is now producing some pretty good stones of ore. The four pitches which are let in the back of this level, west of the Bryn-plea shaft, are looking pretty well, and the men are pushing on as hard as they can. We are not driving any cross-cuts in the 60 as yet, but we are driving the cross cut north from the 55, at the boundary shaft, and also driving the cross cut south from that level at the bottom of the shaft, which is now driven about 20 fms. We thought it the best way to drive these cross-cuts at present, as we shall intersect the side lode much quicker than if we were to wait for the cross-cut to be driven from the 60; these points are now being pushed on with all speed. The lode in the 10, west of the western shaft, is 7 feet wide, with a little ore at times, and very hard.

GREAT CRINIS.—After many months' driving a cross-cut from Daniel's shaft, with a view of trying the ground from that shaft to George's, which comprises nearly the whole width of the set, we have cut through two branches, which are supposed to represent what is called Bell's lode, in Regent Mine, and has already produced considerable quantities of copper; so soon as the endmen get sufficiently ahead with the cross-cut beyond the branches, we put another pair to drive west upon the north branch, and find the two branches will shortly form a junction going west, where we have every reason to expect a good lode, as we have already returned some fine stones of ore from the branch we are at present driving on. We purpose continuing this cross-cut to hole George's shaft, which will answer the double purpose of proving the ground and opening the communications. We have driven the cross-cut south from Charles's shaft in the 10, and holed to caunter underlay, where we purpose driving

on the course of the lode, which is very promising in that direction. We are also driving a cross-cut south from the caunter lode, to see if there are any more lodes in that direction. The cross-cut north from engine-shaft towards the north lode in the 40 is progressing well, but has several fathoms yet to drive before we reach the lode, which is a very promising object, being in the 24, a strong champion lode, with good stones of ore in it, and in the course of which we have driven many fathoms, where the lode continues its character, the ore being in the bottom of the level all the way, without any in the back worth stopping; the conclusion being that the ore is going down, and we expect something very good from this lode as soon as we reach it in the deeper levels. The end driving west from engine-shaft, on the middle lode, is very promising, being 3 feet wide, with good stones of ore in it, and three of the pitches working upon this lode have very much improved since last reported; we have also cut this lode in a cross-cut in the 56, and rose some fathoms in the back, where the lode is 1 foot wide, with ore in it. In the 80, driving east from Union shaft, on the course of the great lode, it has changed its character considerably, and we have every reason to expect meeting with something good shortly. In the 38, Union, the ends driving on the flat lode continue to look well; this lode will shortly form a junction with the middle lode going east, where we hope to meet with some more ore. The other department is much the same as last reported. We have sold a small parcel of silver ore to Messrs. Vivian and Sons, and are preparing to sample another parcel of copper next week, which will be one week earlier than usual, and consequently the produce of a less period of time.

GREAT HEWAS.—Capt. J. Webb, Jan. 1: During the last four weeks, we have been putting all force to clear and secure Northey's shaft, and have been very successful in reaching the back of the 86. As far as we have cleared this shaft, we find the lode nearly all taken away. We found at the back of the 86 shaft-plat a small arch of rich tin. I am very anxious to get this shaft sinking, as it will go down just in the principal runs of tin, which is of much greater produce than what we have been getting from the upper levels. The additional quantity of tin likely to be found by making new and deeper levels will, in my opinion, reward our perseverance. The 66 and 36 are producing tin just as usual. The north lode in 36 end east is large, producing good tinny work. I am satisfied that, with our splendid machinery, and the present price of tin, we have a valuable mine.

GREAT SORTRIDGE CONSOLS.—Capt. T. Metherell, Jan. 3: We have suspended driving the end east, also the north and south cross-cuts, and commenced driving west on the course of the lode. I have set the end to drive at 35¢ per fathom. Our engine is working well, and the machinery connected with it.

GREAT SOUTH TOLGUS.—John Daw, Dec. 29: The lode in 80, east of cross-cut, is 1 ft. wide, worth 8¢ per fm. We have put a pair of men to sink below 80, where the lode is 1½ ft. wide, worth 10¢ per fm., but cannot sink much further, owing to the water. The lode in 70 is 1½ ft. wide, producing a little ore. In the 40, the lode is 1 ft. wide, worth 4¢ per fm. Two heavy floods have compelled us to suspend sinking the shaft, but we shall resume it in a few days. The pitches throughout the mine are looking well.

GREAT WHEAL FORTUNE (BREAEG).—Captains R. S. Noel, J. Daniel, and W. Nay, Jan. 1: In driving 70 south from Harvey's engine-shaft we have intersected the north part of the lode, and have driven into it about 5 ft., which has yielded some excellent quality stuff. We expect to drive about 7 ft. further to see the main or south part; from indications, we think it will far exceed the level above (60). The lode in 60, east from above shaft, is 3 ft. wide, worth 12¢ per fm.; the lode in 60, west of said shaft, is at present disordered, being near the cross-course. The 22 part of the lode in 30, west of Copper-house shaft, is 4 ft. wide, worth the 12¢ per fm. The lode in 40, west of old flat-rod shaft, is 2½ ft. wide, yielding (instead of) a good quality. The north lode in 30, west of Treblecock's shaft, is 3 ft. wide, worth 14¢ 10s. per fm.; Carmarthen lode in the adit end, west of Passer's shaft, is 2½ ft. wide, at present unproductive. The tribute department is much as last report d.

GREAT WHEAL VOR.—In the 106, east of Trelawny's, on the south part of the lode, the lode is worth 70¢ per fm. Cross-cuts are being put out south in the 90, 100, and 115, in different places simultaneously, to prove how this valuable discovery extends in length, depth, and width.—Wheal Metal: No. 1. At the engine-shaft, the lode is worth 70¢ per fm. There are several points of great interest and increasing value developing themselves in the mine, even at the present depth. The engines and machinery are in good working condition.—Jan. 3.

GWYDYR PARK CONSOLS.—Capt. H. Rawson, Dec. 30: In driving cross Mawr adit, the ground still continues very hard and wet in the end. We have got a beautiful string of lead ore about 2 in. wide, solid. The ore where John Harker works, upon Ywaelus lode, rapidly comes to our boundary, the distance being about 20 fms.

HAWKMOOR.—Captain James Richards, Dec. 29: In the 49 we are making fair progress in the cross-cut south, and every exertion to see the south lode as soon as possible; in the 40 east we have been driving by the side of the lode, which appears to us as we extend the level. The rise in the back of the 30 is much as last reported. The rise and stopes in the back of the 20 are still producing 3 tons of good ore per fathom. The tribute pitches continue to produce some very good work. We sampled at Calstock, yesterday, 61 tons of ore of fair quality.

HINGTON DOWN CONSOLS.—Capt. W. Richards, Jan. 2: The lode in 55 ft. level, west of Morris's engine-shaft, is 4 ft. wide, worth from 5 to 6 tons of good ore per fm. The lode in Doidge's winze is large, producing a little ore; as also the 85, east of said winze. The lode in 75 east is 4 ft. wide, producing more ore than for some time past. The same remarks will also apply to the 55, east of Wedge's cross-cut. The lode in Martin's winze, sinking below this level, is from 4 to 5 ft. wide, worth from 1 to 2 tons of ore per fm. The lode in the 65, east of Hitchen's shaft, is large, producing occasionally good stones of copper ore. We weighed, on Friday last, November ore, 251 tons 1 cwt. 2 qrs., and sampled December ore, 250 tons, computed, of fair average quality.

HOLMBUSH.—In the 145 east the lode has not been taken down this week, but from the favourable indications, a splendid lode is expected. In the 145 east, on the flat-jack lode, the men continue to drive by the side of the lode. It will be taken down, and fully reported on next week.—Jan. 3.

IVYBRIDGE.—Captain Henry James, Jan. 3: We have commenced to drop the pumps below 68. We have commenced levelling the base of 68 south, which we found driven up an incline from the shaft by the former workings; this work will be very remunerative, on account of the lead we shall break in thus stopping the bottom of this level. We are also driving back in 85, on the lode slanting to the south, which is producing good work, and in 58 south the lode is much larger than it has been for some time, and is saving work for 2½ ft. wide, and likely to improve. The pitch in back of this level is turning out a good quantity of lead. Our new engine-shaft is holed to 18, and we have now only 12 ft. to square to make it a complete shaft to that level. The engines are working well, and we have much less water than we expected at this time of the year.

KESWICK.—Capt. R. B. Shepherd, Dec. 31: The lode in the 40 north is worth 10 cwt. of ore per fm.; same level south, 15 cwt. of ore per fm. A rise in back of the latter will produce 18 cwt. per fm. In the 30 north the lode will yield 8 cwt., and a rise in same level 30 cwt. of ore per fm. Lancaster's rise in this level is worth 18 cwt. per fm., and Lynn's rise 6 cwt. of ore per fm. The lode in the 65, east of Hitchen's shaft, is large, producing occasionally good stones of copper ore. We weighed, on Friday last, November ore, 251 tons 1 cwt. 2 qrs., and sampled December ore, 250 tons, computed, of fair average quality.

LADY BERTHA.—Capt. Wm. Goss, Jan. 3: The following are the bargains taken on Saturday last.—Marka's winze to sink under the 10 ft. level, by six men, at 8¢ per fm., limited 7 fms., or to make it 10 fms. below the 10 ft. level, where we shall drive the 20 end; the lode is large, and of the most promising character, producing good stones of ore. The 10 ft. level to drive east by six men, limited the month, at 9¢; the lode is 9 feet wide, worth 5 tons of ore per fathom. The 10 end to drive west by four men, limited to hole, at 5¢ per fathom, this end is from 4 to 5 ft. wide

last reported. Sales shaft, by nine men. We are sinking below 32 at the rate of 1 in. per week, or rather more; the level is 3 ft. wide, and for the first time we observe signs of rich ore in the 12 west, on Yarrow's, is driving by six men; the level is about 2 ft. wide, kindly, and spotted with malleable copper. The men will keep going this end, and take down the ore ground in the back of the bunch we have gone through.

NORTH LEVANT.—Capt. J. Bennett and R. Angove, Dec. 29: Geve lode, in the 30 m. level, east of engine-shaft, is 18 inches wide, producing a little tin; in the 30 west the lode is 2 ft. wide, with a little tin throughout. The lode in the 20 east is worth about 60 per fm. The lode in the 10 west is 3½ feet wide; though not rich, it has a favourable appearance. Borlase's lode, in the stopes in bottom of middle adit, east and west of Borlase's shaft, looks the same as last reported.

NORTH TAMAR.—Capt. J. Offord and H. Luke, Dec. 31: The mine is not yet in force, as the water will not pass through the adit, and they have been compelled to erect a jackhead lift to bring it to grass. They hope to drive in the course of next week, and may then expect to open lodges of sufficient value to repay previous outlay.

NORTH WHEAL BUSY.—Capt. S. S. Neill and J. W. Crase, Jan. 2: Painter's engine-shaftmen have completed their contract in fixing the lift, &c., in 22 m. level, and resumed sinking the shaft below the same, at 117 per fm. The lode in 22 east is 6½ ft. wide, composed of spar and mundle, with occasional stones of copper ore; this end is improving, as it is getting off the disordered ground near the flooken; the lode in the same level west continues just as last reported. The 10 west is suspended, in order to put the men to rise in the back of said level, where we believe good tribute ground will be opened; the lode in the 10 east is 14 in. wide, worth 140 per fm. at bottom, driving at 34, 100 per fm. The ground in the 10 cross-cut, south, towards Harvey's lode, is still favourable, and we expect to see the lode in about three weeks; from indications in the level above we anticipate good results. The lode in the stopes in the back of the 10 is 1 ft. wide, worth 120 per fm., stopping at 27s. 6d. per fm. We have commenced sinking a winze below adit, east of Neill's shaft, by six men, at 47 per fm., which is 10 m. to the east of the 10 end; from present appearances, we believe this winze will open a very valuable piece of ore ground. The tribute department generally is looking well. We shall sample, on Tuesday next, about 54 tons of copper ore, which will far exceed the last. On the whole, the prospects are improved.

NORTH WHEAL CROFTY.—Capt. W. Thomas, Jan. 2: The lode in the 20, driving east from cross-cut, on Revere's lode, will yield 1 ton of ore per fm.; we expect favourable results by continuing the driving of this level, as it passes over the branch of ore in the 80. The 80, driving west of Peterick's shaft, is communicated to the same level driving east from the course; this being done not only serves for ventilation, but lays open tribute ground that can be worked to better advantage than hitherto. The other bargains are much the same as last reported, with the exception of the 43 driving east on Fares', where the lode is 2 ft. wide, kindly in appearance, with several spots of ore impregnated throughout.

NORTH WHEAL ROBERT.—Capt. Anthony Prior, Jan. 3: There is no alteration in any part of the mine since last report. All our operations are progressing satisfactorily. Where permitted, our next sampling will be about 140 tons.

NORTH WHEAL TRELAUNY.—Captains H. Hodge and H. Harvey, Jan. 2: Crofton's engine shaft is sunk 2 fms. 4 ft. under the 36 m. level. The cross-cut is extended west towards the lode 1 m. The 25, north of the shaft, is 2½ feet wide, producing good stones of lead; in the same level south it is 2 feet wide, producing stones of lead. The cross-cut in the 15 is extended east of the Quarry lode 10½ fms. towards Wheal Wrey lode. In driving our adit level east, we have not discovered anything since last report. The pitches are producing much as usual.

OKEL TOR.—Capt. W. B. Colton: The 12-inch plunger-lift is fixed to the 35, and the men have resumed sinking the shaft. There are now pumps sufficient on the mine to put the shaft 35 fathoms deeper. The cross-cut in the 35 is becoming much wetter, and we are daily expecting to reach the south copper lode. From the 35 east the men are now driving north to cut through the middle copper lode. The winze from the 30, to ventilate the 35, is sinking on the south wall of the lode, in easy ground and for breaking.

OLD TREWETHER CONSOLS.—Capt. S. Keast, Jan. 2: The end driving on the course of Wheal Thomas copper lode is not so favourable for driving as when last reported; the lode in the end is from 4 to 5 ft. wide, containing a quantity of mundle, with spots of copper ore. The air-pipes are completed, and will give sufficient air for six men to work. The lead ore has been sold.

FEUD-AN-DREA UNITED.—Captains J. Delbridge and J. Carpenter, Dec. 29: The summen have been engaged clearing the 80 east and west of engine-shaft; we purpose driving west, on a lode west of the cross-cut and east of the engine-shaft. In the 68, west of cross-cut, on the great lode, the lode is worth 350 per fm.; in the 68 east, 150 per fm. The 35, west of engine-shaft, on engine lode, is extended about 72 fms., but on the back and bottom, where the lode is taken away, it is 2½ feet wide, yielding good stones of tin. In the 80 east, on Martin's lode, the lode in the stopes is worth 350 per fm. In the 100, the back lode is worth 30 per fm. In the 60 west the lode is 5 to 6 ft. wide, worth 850 per fm. In the 55 west the lode is not cut through, but producing fine samples of tin. In the 55 cross-cut north we have not yet cut any lode; but the ground is changed, and kindly for tin. In the 49, east of Street's shaft, towards Bragg's, the ground is favourable. The tribute department on Skinner's lode is yielding about the usual quantity of tin. The surface works are progressing satisfactorily, and the water stamps have now a full stream. We hope next week to be able to inform you when the steam stamps will be set to work.

PENBROKE AND EAST CRINIS.—Capt. J. Dale and G. T. Thewren, Jan. 1: Field's engine shaft is now down about 10 fms. 3 ft. under the 142, and men last reported still sinking very satisfactorily. The 70 cross-cut is progressing well. In the 134 west no lode taken down for the past week. In the 122 west, lode 5 ft. wide, looking very kindly, and producing good stones of ore. In the 112 east, lode from 4 to 5 feet wide, spotted with ore, but not enough to value; the ground in cross-cut still continues favourable. We are pushing the sinking of Smith's shaft with all possible speed. At Wheal Unity, we have not taken down any of the lode during the past week; east of the shaft the men are still engaged clearing the level, and we hope they will finish against next report. The tributers in back of level are breaking good work.

PENNANCE CONSOLS.—Capt. C. H. T. Giddes: We are getting on as fast as possible. We are now down in the shaft within 3 fms. of the adit, and we shall not require so much timber. The weather is very unfavourable for surface operations. The quarry is nearly cleared out. We have opened a fine lot of stone, quite good enough for any building we may require. The road from the quarry to the engine-house must be repaired, after which we can raise and carry stone as soon as we like. We have completed the saw-pit, and everything going on satisfactorily. After next week I hope to send you a sample of lead, from what they say who worked here last, from the bottom of the adit.

RHOSWYDOL AND BACHRIDDON.—Capt. E. Davies, Dec. 31: There is a complete change in the lode; the lode becomes open and much ore—when last reported we were near the commencement of the rich ore ground. The winze sinking in bottom of 40 west goes down in a continuous rich course of ore, the bottom of the shaft being full of lead, and both ends showing a rich lode. The drivings in the west end are also open on ore. The stopes continue productive—in one of them we have discovered a bunch of ore which had evaded all our researches till now. It is in the back of 40 west, and is all whole ground up to 30. Taking all things together, I never saw the mine exhibit so much good ore in so many places. The crushing mill will be completed in a day or two. The ore was on the 100, and the west end, but the shipment has not been completed, in consequence of bonds being required by the Custom House officers; this will be finished in a day or two.

SEVERN MINES.—Capt. John Reynolds, Dec. 31: The lode in 10 m. level continues to improve, and the hard bar of ground has left us; we are now in a good kindly clay-slate ground, quite the same as the ore above in the deep adit; the lode is 18 in. wide, mixed up with lead, and in a few days I expect a good productive lode.

SILVER BROOK.—Capt. W. Hoeking, Jan. 2: The lode in the 22 end, driving north, is large, and at times producing good stones of lead. We have just sold a parcel of ore, which will realise about 300.

SORTRIDGE AND BEDFORD.—T. Trewicke, Jan. 2: The new shaft, on copper lode, has been sunk to the depth of 20 fms. on the course of the lode, which is composed of gossan, quartz, pebble, and flooken, with stones of very good copper ore; the lode is more compact as we get deeper. On Saturday last, being setting-day, the shaft was re-set at 107 per fm., sent 2 fms.

Capt. T. Neill, Jan. 2: The engine-shaft is sunk 20 fms. deep, and divided to bottom; this sinking has been on a very promising lode, from 5 to 6 ft. wide, composed of good gossan, quartz, flooken, and spots of copper ore, and from its general character there is every reason to believe at a deeper point it will be found productive and profitable. In about 10 fms. more sinking we expect the south lode will form a junction with this new sinking; this at surface has a kindly appearance, and at the junction it is reasonable to expect a deposit of ore. The question having been asked whether it would not be advisable to bring in an adit cross-cut level to the shaft, it would be well to state that the distance of driving will be 80 fms., through a compact rock, and the shaft, without any further sinking, get down to the depth of the shaft; this level would come in long before the driving could be accomplished, and produce the lode all the distance. Time is also money in mining; now, rather than drive this suggested cross-cut, it would be preferable to clear out the old level 130 fms. east of the present shaft, which is driven a considerable distance on a cross-course; and in case we find the lode is not cut, and which there are no indications to show on the barrow at surface, to drive and intersect it; this would be accomplished at a comparatively small outlay to the other mode of operations, and we think the appearance of the lode at present warrants it being done; it remains for the adventurers to decide. We have also removed the water-wheel, drawing-machine, pitwork, capstan, &c., brought on the water-course, and fixed everything in its proper position to the new shaft, which is all answering well. The tin broken is in course of dressing, and in a few days will be ready for sale, which we hope will realise 1000.

SORTRIDGE CONSOLS.—Capt. J. Mettrel, Jan. 3: No lode has been taken down in the 50 m. level since cut through. The eastern end, in the 40, will turn out about 4 tons per fathom, and the western end, in the same level, will turn out a tons per fathom. The lode here has very much improved, and I believe, before we drive much further we shall have a course of ore; in fact, we have every indication of it. The lode in the eastern end, in the 30 m. level, is still worth 7 tons per fm. We have had a run of ground in Bakery's stopes, which has caused the 20 m. level to come together, where I cannot say anything about the shaft. The winze in the bottom of the same level will turn out about 1 ton per fathom. The winze in the same level, west of Hitchens's shaft, is still in gossan, &c. No alteration in any of the cross-cuts. Our surface operations are going on with spirit. Our tribute department is much as usual.

SOUTH BEDFORD CONSOLS.—Capt. J. Phillips, Jan. 2: The lode at the engine-shaft is 2½ ft. wide, producing saving work. In the 49, west of Red Whin-shaft, the lode is 2 ft. wide, producing 2 tons of ore per fm. The lode at Red Whin-shaft is 4 ft. wide, producing 3 tons of ore per fm. In the 36 west the lode is 3 feet wide, yielding saving work.

SOUTH CARN BREA.—Capt. Thos. Glanville, Dec. 29: We have made the communication from bottom of engine-shaft to deep adit by the borer, and have taken up the bottom lift to facilitate our future sinking. We are progressing satisfactorily with cutting plant at flat-rod shaft.

SOUTH CRENVER.—Capt. J. Delbridge and E. Chegwinn, December 31: In the engine-shaft sinking below the 64 m. level the ground is very hard, and the progress very slow. In the 81 m. level, west of the flat-rod shaft, the lode is 1 ft. wide, producing stones of ore; the lode in this end has been disordered, but at present it has a favourable appearance. In the 81 cross-cut south, towards the engine-shaft, the lode is spare for driving. In the 74 m. level, east of Gore's shaft, the lode is 1 ft. 2 in. wide, yielding 1½ ton of ore per fathom; some of the ore is of excellent quality. In the rise against Gore's shaft, in the back of the 74, no lode has been taken down for the month. At Gore's shaft, sinking below the 64, the ground is very hard and spare for sinking. In the 64, east of Gore's shaft, the lode is 1½ feet wide, yielding

stones of ore. In the rise in the back of the 64 the lode is 20 in. wide, yielding 1 ton of ore per fathom. In the winze sinking below the 54 m. level, east of Gore's, the lode is 2½ feet wide, yielding 2 tons of ore per fathom. In the winze sinking below the 54 m. level, west of Gore's, the lode is 2½ feet wide, yielding 2 tons of ore per fathom. In the winze sinking below the 54 m. level, west of Gore's, the lode is 2½ feet wide, yielding 2 tons of ore per fathom. Our tribute pitches throughout the mine are looking poor.

SOUTH DEVON GREAT CONSOL.—Capt. J. Cook, Jan. 2: The lode in the engine-shaft is about 2 feet wide, it contains a little of good quality ore, and looks promising to become more productive. The lode in the 37 is now about 1½ ft. wide, consisting chiefly of gossan and spar, spotted with mundle and copper ore. The present depth of the winze is about 15 fms. from the surface; the lode looks well for this depth; it is about 3 ft. wide, producing great deal of mundle, and stones of copper ore occasionally, with good indications of an improvement as we get deeper.

SOUTH WHEAL TOLGUS.—The lode at Mitchell's engine-shaft is 20 inches wide, or rather more, will produce 7 tons of good ore per fm., and is looking rather better than when last reported; we have 3 ft. more to sink to be deep enough for the 100 fm. level, and for a fork. The lode in the 90 east is 15 inches wide, ore, but not rich. We have not intersected Yarrow's lode in the cross-cut north in the 90 as yet. The lode in the levels sinking in the bottom of the 78 is small and poor; we set the 78 and 66 m. levels yesterday to drive west on Yarrow's lode; the ground in the cross-cut driving south in the 78 is moderately easy for driving. We have been obliged to suspend for the present the winze sinking in the bottom of the 22, on the new south lode, for want of sufficient air. The lode in the 66, driving east on the north lode, is 2½ feet wide, producing a little ore. The lode in the rise in the back of the 54 east has not all been taken down, the north part is poor. The lode at Morcum's shaft is 1 ft. wide, and unproductive. The lode in the back of the 32 west is producing saving work, and so is the rise in the back of the 20 east. The lode in the 20, driving west on the south branch, is 20 inches wide, producing occasional stones of ore. The lode in the 32 east is 3½ feet wide, and will produce 1 ton of ore per fm., a fine strong kindly lode; we have suspended this end for the present, and put the men to rise in the back of the end to communicate with the 20 for ventilation, the air in the 32 being bad.—Dec. 29.

ST. AUUSTEL CONSOLS.—Capt. R. H. Williams, Dec. 29: Dowson's shaft is down to 35 m. level; in about three weeks we shall drive to cut the great stopes tin lode in this level. The general appearance of the mine is as last reported. To-day we sent to market 4 tons 9 cwt. 9 qrs. 6 lbs. of best sample tin, and 7 cwt. 3 qrs. 1 lb. of second quality. Our tin bill will be over the last amount. We have also weighed off our parcel of copper ore, containing about 10 tons 10 cwt.; this I expect will realise about 90 or 100 per ton. You shall receive particulars of both parcels of nickel with the tin bill. We are getting on with our new stamps as well as we can expect.

TALIESIN.—Capt. W. Williams, Dec. 29: The end of the level is improving for ore. The men have broken good saving work to-day. The stopes is much the same. The tribute pitch is rather better than it has been.

TAMAR SILVER-LEAD.—Capt. W. Robins, Dec. 31: In the 215 there has been no lode taken down during the past week, either in the end or stopes, but the appearances are still very favourable. The lode in 205 is 2 ft. wide, and returning some good stamps' work, the ground being still easy for driving; the lode in back is yielding 8 cwt. of lead per fm. In the 190 end the lode is 5 ft. wide, worth 1 ton of rich ore per fm., and the stopes are producing as follows:—No. 1, 1 ton 15 cwt. per fm.; No. 2, 1 ton 8 cwt. per fm.; No. 3, 1 ton 3 cwt. per fm.; No. 4, 1 ton 3 cwt. per fm.; No. 5, 1 ton 3 cwt. per fm.; No. 6, 1 ton 3 cwt. per fm.; No. 7, 1 ton 3 cwt. per fm.; No. 8, 1 ton 3 cwt. per fm.; No. 9, 1 ton 3 cwt. per fm.; No. 10, 1 ton 3 cwt. per fm.; No. 11, 1 ton 3 cwt. per fm.; No. 12, 1 ton 3 cwt. per fm.; No. 13, 1 ton 3 cwt. per fm.; No. 14, 1 ton 3 cwt. per fm.; No. 15, 1 ton 3 cwt. per fm.; No. 16, 1 ton 3 cwt. per fm.; No. 17, 1 ton 3 cwt. per fm.; No. 18, 1 ton 3 cwt. per fm.; No. 19, 1 ton 3 cwt. per fm.; No. 20, 1 ton 3 cwt. per fm.; No. 21, 1 ton 3 cwt. per fm.; No. 22, 1 ton 3 cwt. per fm.; No. 23, 1 ton 3 cwt. per fm.; No. 24, 1 ton 3 cwt. per fm.; No. 25, 1 ton 3 cwt. per fm.; No. 26, 1 ton 3 cwt. per fm.; No. 27, 1 ton 3 cwt. per fm.; No. 28, 1 ton 3 cwt. per fm.; No. 29, 1 ton 3 cwt. per fm.; No. 30, 1 ton 3 cwt. per fm.; No. 31, 1 ton 3 cwt. per fm.; No. 32, 1 ton 3 cwt. per fm.; No. 33, 1 ton 3 cwt. per fm.; No. 34, 1 ton 3 cwt. per fm.; No. 35, 1 ton 3 cwt. per fm.; No. 36, 1 ton 3 cwt. per fm.; No. 37, 1 ton 3 cwt. per fm.; No. 38, 1 ton 3 cwt. per fm.; No. 39, 1 ton 3 cwt. per fm.; No. 40, 1 ton 3 cwt. per fm.; No. 41, 1 ton 3 cwt. per fm.; No. 42, 1 ton 3 cwt. per fm.; No. 43, 1 ton 3 cwt. per fm.; No. 44, 1 ton 3 cwt. per fm.; No. 45, 1 ton 3 cwt. per fm.; No. 46, 1 ton 3 cwt. per fm.; No. 47, 1 ton 3 cwt. per fm.; No. 48, 1 ton 3 cwt. per fm.; No. 49, 1 ton 3 cwt. per fm.; No. 50, 1 ton 3 cwt. per fm.; No. 51, 1 ton 3 cwt. per fm.; No. 52, 1 ton 3 cwt. per fm.; No. 53, 1 ton 3 cwt. per fm.; No. 54, 1 ton 3 cwt. per fm.; No. 55, 1 ton 3 cwt. per fm.; No. 56, 1 ton 3 cwt. per fm.; No. 57, 1 ton 3 cwt. per fm.; No. 58, 1 ton 3 cwt. per fm.; No. 59, 1 ton 3 cwt. per fm.; No. 60, 1 ton 3 cwt. per fm.; No. 61, 1 ton 3 cwt. per fm.; No. 62, 1 ton 3 cwt. per fm.; No. 63, 1 ton 3 cwt. per fm.; No. 64, 1 ton 3 cwt. per fm.; 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assets to the amount of 367*l*. 6*s*. 3*d*., which will leave a balance against the mine of 177*l*. 1*s*. 2*d*. A call of 2*s*. per share was made. Capt. H. Rodda reported on the state and prospects of the mine, in which no alteration worthy of notice has taken place within the last week.

Copper ores for sale at Swansea Jan. 8.—Cobre 108, 107, 89, 69, 65, 56, 10, 8, 102, 101, 100, 86, 68, 67, 57, 3, 31—Knockmahon 86, 81, 73, 69, 62, 46, 40, 38, 13—Cuba 110, 105, 87, 101—Garrucha 91, 51, 29, 6, 2—British Slag 87, 22—Chili 51, 49—Ballymurgah 60, 58, 4—Algiers 78—Hollyford 23, 11—Slag 55—African 52, 8—French Ore 3.—A. W. 1.—Latter Mine 20.—Derry Cobcoas 1.—Total, 2723 tons.

Notices to Correspondents.

* Much inconvenience having arisen in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly filed on receipt: it then forms an accumulating useful work of reference.

SMEETING.—Sir: If your correspondent, who has been trying to smelt lead slags of a very infusible nature without success, would give them a roasting in an open heap with coal or wood, it would facilitate the future operation in the blast furnace; and his flux may be changed to a little lime and common clay, or a mixture of gypsum and common salt, these to be mixed, damped with water, and left some hours previous to being added to the crude or calcined slags. Good gas coke, or wood charcoal, must be his fuel. If manganese ore be obtainable, he should mix a little with his slags. Without an analysis of the slags, no one can do much for your friend.—JOHN H. CLEMENT: 10, Gloucester-terrace, Kensington, Jan. 3.

SILVER EXTRACTED WITHOUT COST.—Sir: As Mr. Michael McKiernan saw this extraordinary experiment, it is hoped he will explain how the silver, as a chloride, was taken from the matrix, after the gold was washed out. Chlorine does its work well on gold ore, and water will hold the gold in solution; but this silver was also extracted without any additional cost, it is beyond me. Ammonia cannot be had without cost, and who is to use it when operating by the ton?—ROBERT W. BYRNES: Delgelly, Jan. 1.

MR. CALVERT, AND MINES LABOURING UNDER DIFFICULTIES.—Sir: Permit me to call Mr. Calvert's attention to Devon United—a mine which, although in financial difficulties, does not require much additional capital. It is upon the same lodes as the Queen of Dart. The present deepest point from surface is 40 fms., where a level has been driven, the end of which was, when the mine was suspended a few months ago, about 7 fms. from the copper lode, in easy ground.—E. G.: Jan. 3.

RAILWAY INVESTMENT.—Sir: Who can tell what quantity of railway stock must be held, so as to secure an annual income from dividends equal to that received by the locomotive superintendent on the Eastern Counties line?—ONE WHO SEEKS INFORMATION: Jan. 4.

HORSE-POWER OF CORNISH STEAM-ENGINES.—Sir: Your able correspondent, Mr. John Darlington, sent you for your Journal of Dec. 22 a very interesting table on the Horse-power of Cornish Engines. I think the unlearned would be further instructed if your correspondent would follow up the table by a familiar explanation of the terms used in the line commencing "Initial pressure," &c., and those used in the heading of the several columns:—viz., Load in lbs., less 1.5th for friction; Economical working, safe working (strokes per minute); Economical working, safe working (horse-power); Effective horse-power per stroke.—ENGINEER: London, Jan. 3.—[This information having been called for by other correspondents, we have reason to believe that Mr. Darlington will embody the required particulars in an explanatory article on the subject; although the table was originally intended for parties understanding the subject, and only requiring it to save the time of preparing otherwise necessary calculations.]

ASTURIAN MINING COMPANY.—Sir: Another directors, solicitors, or trustees, seem to interest themselves in this unfortunate company, it is time that the shareholders should do so. Mr. Samuel Amory, of Throgmorton-street, as our legal adviser, has received at different times large sums of money from us; he was a co-trustee with Mr. William Campbell Gillan. It is, therefore, his bounden duty to come forward, and render an account of his stewardship.—R. R.: St. Pancras, Jan. 3.

SOUTH CORK MINES.—Sir: The South Cork Mines being now in the Ticketing List for 42 tons of copper ore, permit me to enquire into whose management they have passed? This excellent sampling, from a so terribly ill-managed mine, would never have taken place under its former management. It is good that the mining world should hear in mind that Mr. Foler, at the South Cork Mines, when a copper lode was running east and west, and dipping about 7 fms. to the north, caused a shaft to be sunk upon the south side of the copper lode, which could never intersect the lode unless it changed underlay, which it did not, and the cross-cut had to be lengthened as they were sunk deeper. The capital of the South Cork Copper Mining Company was 20,000l.; of this sum less than 5,000l. was expended upon the mine, the remainder was expended upon some one who should be made to account for it. It is a strange coincidence, that the last sampling of the South Cork Mine was 42 tons, sold at the same price, and having the same produce.—A SHAREHOLDER.

A Great Criminal Shareholder.—Sir: I complain that the mine was not noticed in Mr. Watson's Review. If he will refer back, he will find pursers and agents were invited to render particulars of their mines; and faults of omission, therefore, in many instances, rest with them.

THE ANNUAL REVIEW OF MINING.—Sir: The very excellent and clearly-written description of British Mines, published in your Journal of Saturday, calls for the best thanks of all who take an interest in them. As an investor, though of moderate extent, I am grateful for the information, and cannot but think it will, wherever read, be productive of benefit, not only to investors, but showing the way to a better interest for some of their spare money; but also to the prosperity of the districts favoured with rich ores. There is, however, another feature, which only your pen can improve—that is, the medium between buyers and sellers; this has yet to be perfected. I have had to pay, and doubtless many others, much more than I ought for the 8 ft. and exaggerated statements of these gentlemen. I should mention one mine in particular, West Section, which up to the last meeting was strongly advised at a very high price, and the dividend stated as certain to be 10l. for the 4000l. in Feb., and now, on comparing the accounts with the ore sale, it turns out that 8l. is as much as will be divided. If, Sir, you would urge on all more moderate statements, I am sure it would be better for one and all, by promoting a steadier increase of investors.—J. C.: Gracechurch-street, Jan. 1.

THE PROGRESS OF MINING IN 1855.—In the hurry of preparing such a mass of matter for the press, one or two inaccuracies crept in, particularly in reference to the different districts—where Tavistock, East Cornwall, and the Western Tin Mines, became jumbled together. The dividends on Wheal Margaret should have been 17l. per share, or 1000l.; Dolcoath, 1074l.; Fowey Consols, 933l.; Trevelyan, 2400l.; East Pool, 3200l.—which would make the total amount of dividends 310,714l. 3s. 4d. In the pamphlet now in course of publication, by Mr. Watson (see our advertising columns), these errors will be rectified, and fresh matter added.

LOVELL'S CONSOLS.—We have been requested to state that, if a Solicitor and Shareholder, who wrote to us respecting this company last week, will apply to the broker, Mr. Lelan, 4, Cushion-court, Old Broad-street, City, he will render him every information.

DIVIDED MINES.—A Subscriber (Devon) is thanked for his suggestion; but to separate those mines which have paid dividends during 1855 from those which, although previously dividend-paying, have not done so for the last 12 months, would be making too nice a distinction; and as the date of the last payment is always given in the List, as it at present stands, we do not see the "great improvement" to be effected by the change; or, indeed, any real necessity for the proposed alteration.

ANGLO-AUSTRALIAN MINING COMPANY.—Mr. Falder, who was one of the directors of the above company, left in the beginning of October to superintend the affairs of this association in Australia. It is anticipated that, previous to the annual meeting in March, advices will be received from him regarding the position and prospects of the company.

MARIQUITA MINING COMPANY.—Sir: Permit me to suggest that the reports in full be published, or otherwise I fear there will be no satisfactory feeling on the part of the proprietors at the working of the mines.—A SOLICITOR: Jan. 4.

GREAT WYDAL VOR MINES.—A Reader. The liability of a shareholder in this company, as it is now, is a fact already stated in the Review of the Cornish mines, upon the Cost-book Principle, and the mines being situated in Cornwall, will be entitled to all the privileges of the Statutes in force. There is no intention of putting it under the expensive and troublesome operation of the Limited Liability Act; and it is doubtful whether greater advantages of any kind, or facilities for transferring the shares, would result from any change.

PENBROKE AND EAST CRININ.—The branch of silver-lead at Wheal Unity should have been 3 or 4 inches wider—not feet, as stated in last week's Journal.

WELSH POTASH, AND WYNNAN SLATE COMPANIES.—We have made enquiry respecting the question put by our correspondent last week, as to the unfortunate shareholder at Chesterfield, and have been informed that he most willingly made the sacrifice alluded to, and on Dec. 3, in addition to forfeiting all his shares in these companies, paid the 15l. upon condition of being released from any further liability. The committee of management include gentlemen of high reputation in the City of London, and it may rest with the shareholders to watch their own interest. If they do not think it worth the trouble of forwarding us a statement of accounts, we are unable to publish it.

PENINSULAR MINING COMPANY.—This company's last sale of ore, 79 tons, was reported in the Mining Journal of Nov. 24. We are informed that a vessel is now out, and expected to bring to Swansea in a short time 170 tons of copper ore from the mines. There is only one Peninsular Mining Company whose property is situated in Spain.

TREHANE MINE.—Sir: In the able Review on the Progress of Mining for the year 1855, which appeared in your last Journal, I find (p. 835) a statement relative to the Trehane Mine, according to which during the last year the total amount of dividends is stated to have been only 1/4 (or 15s.), and consequently the total amount of profits divided during the year 1855 is said to have been 1536l., instead of 2048l. which was the same sum declared in dividends amongst the shareholders in 1854. As the statement in the Review is incorrect, I am requested to inform you that during the year 1855 five general meetings of shareholders in the Trehane Mine were held, at four of which—Feb. 28, May 17, July 20, and Dec. 20—a dividend of 3s. per share was declared, making a total of 20s. per share, and 2048l. was divided amongst the shareholders. At the meeting which took place on Oct. 29, although the profits were such as to warrant a dividend of 5s. being declared, yet the shareholders preferred not to do so, but to leave 792l. 3s. 7d. to credit of the company. So you will observe that the Trehane Mine has not diminished its dividends during the year 1855, but has divided 2048l. as the dividend in 1854; and the mine has now a large credit balance, which did not exist in 1854, with a very rich lode in the 136, and every prospect of having before two months another very profitable course of ore in the 148 fm. level. The mine is now, therefore, in a much more substantial and sound state than ever. It should also be borne in mind that a considerable expenditure has been made on outwork, and that an exploring level, or cross-cut, has been driven 133 fms. west, in order to ascertain whether there are any parallel lodes in that direction; and from a report received this morning, a copy of which I enclose, you will observe that the indications of a successful result are highly propitious, and should a lode be discovered by this adit cross-cut, there will be at least three times the length of outwork, compared with the lode from which the returns and profits are now being made.—ROBERT DALL, Sec.: Union-court, Old Broad-street, Jan. 2.

SUBSCRIBERS IN AMERICA.—Our friends in America are informed that they can obtain the Mining Journal by ordering it from a bookseller in any of the principal towns in the United States. Mr. Trübner, of Paternoster-row, is the London agent, and sends parcels by every mail to the principal booksellers and news agents on the other side of the Atlantic.

FRENCH POSTAL ARRANGEMENTS.—In accordance with the new postal convention between France and England, our French subscribers will, after Jan. 1, 1856, be supplied with the Mining Journal at 1l. 6s. per annum, payable in advance by draft on demand on a house in London. This amount will include the postage payable in England, and no further charge of any kind will be levied in France. All books, &c., published at our office can likewise be forwarded on receipt of a remittance for the amount, with twopenny in the shilling added for postage.

IRON MANUFACTURE OF GREAT BRITAIN THEORETICALLY AND PRACTICALLY CONSIDERED. By W. TRUBNER, C.E. LONDON: MINING JOURNAL OFFICE, 26, Fleet-street. Price 2s. 2s.

* The ANNUAL REVIEW OF MINING for 1855, by Mr. J. Y. WATSON, appeared in the MINING JOURNAL of December 29. We may take this opportunity of inviting the contribution of authentic particulars respecting all mining undertakings, as our object is to publish correct information, and which we are at all times anxious to obtain. When communications are intended for present or occasional publication, they should be addressed to the office, 26, Fleet-street; but statistical information, for the Annual Review, can be sent direct to Mr. WATSON (WATSON and CUZELL), St. Michael's-alley, Cornhill.

Works published at the MINING JOURNAL office, 26, Fleet-street, London: IRON MANUFACTURE OF GREAT BRITAIN. By WM. TRUBNER. £2 2s. GEOLOGY AND MAGNETISM. By EVAN HOPKINS. 16s. GEOLOGY AND MINING—FOUR LECTURES BY G. HENWOOD. 2s. 6d.; by post, 3s. GOLD ROCKS OF GREAT BRITAIN. By JOHN CALVERT. 10s. 6d. WINNING AND WORKING OF COLLIERIES. By MATTHEW DUNN. 12s. 6d. SUPPLY OF WATER IN IWANSEA. By MICHAEL SCOTT. 10s. HORSE POWER OF CORNISH STEAM-ENGINES. By J. DARLINGTON. 6d. INVENTIONS, IMPROVEMENTS, AND PRACTICE, OF A COLLIER ENGINEER AND GENERAL MANAGER. By BENJAMIN THOMPSON. 6s. PROGRESS OF MINING IN 1855. By J. Y. WATSON, F.G.S. 1s. STATISTICS OF THE MINING INTEREST FOR 1855. By W. H. CUKELL, Esq. 6d. GLOSSARY OF ENGLISH AND FOREIGN MINING AND SMELTING TERMS. 2s. THE MINING GUIDE. 2s. 6d. THE COST-BOOK—TAPPING'S PRIZE ESSAY—WITH NOTES AND APPENDIX. 5s. THE COST-BOOK SYSTEM: ITS PRINCIPLES & PRACTICE EXPLAINED. 6d. THE COST-BOOK—TAPPING'S PRIZE ESSAY. 6d. CEYLON: ITS PRODUCTS, CAPABILITIES, & CLIMATE. By C. W. PAYNE. 2s. 6d. BRITISH MINES CONSIDERED AS A MEANS OF INVESTMENT, with particulars of the principal Dividend and Progressive Mines in England and Wales, for 1855. By J. H. MURCHISON, F.G.S. Fourth Edition. 3s. 6d.; by post, 4s.

THE MINING JOURNAL

Railway and Commercial Gazette.

LONDON, JANUARY 5, 1856.

The year just now furled on the roll of time has been one to which the future historian will recur as an epoch of changes. The bases of ancient systems have crumbled away, social confederations—once how honoured!—have been dissolved—an unarmoured dissolution! and the mutative process, inexorable as doom, hath touched the temple, the senate, and the strongest bulwarks of executive power. And all this innovation upon what the world once regarded as vested right, constitutional institute, and a thousand other vaunted appellatives, has been witnessed by the most sensible portion of the human family with a singularly laudable and philosophical satisfaction. There must be a cause of moment for such important consequence. The world, it will be advanced, has grown wiser as it has grown older; and if so, it would be ungenerous to assail with rude doubt its senile sapience. Be it so: the fact is allowed, although, happily, some cynics would be vile and hirsute enough to cavil with the admission—to style it a vague and vapid postulate, a chimera of the brain, and other sententious abstractions; but we differ with them, if such there be; and granting, in the spirit of good fellowship appropriate to the season, all and every credit for improved sense and feeling to the world in general, the discussion is entored upon in reference to those springs of action which have induced progress in almost every department of science and industry, and not least in the branch of productive labour, MINING, over which it is the peculiar province of this Journal to preside.

That an advance of civilisation has, in all ages, and among all nations, developed those industrial resources upon which the true independence of mankind is based is a truth, sublime in its self-evidence, because, while it proves the power of mind over matter, it points the moral that the exercise of our intelligence results in human benefit, and in the elevation of man towards his proper sphere. They who labour not, the nomadic races, according to an old writer, are ever "brave in fight, but stronger in flight"; the interpretation being, that their reduction to civilised influence, their subjection to those laws of community which prescribe to the tiller of the field, and the delver of the mine, the combined labour of the mental and physical powers can best confer upon them the social position to which all the peoples of the earth should aspire. England and France, at the present moment, are, in their alliance, the great evidence of combined power springing from the diffusion of knowledge. In the latter country, a governmental system of popular instruction in some measure prepared, through a series of years, the masses for the national abandonment of prejudices long nursed and fostered into antagonism to Great Britain. In this country, commerce became the cradle of intelligence; and what was at first a dangerous toy—cheap literature—afforded the archetypes of thought to the public mind. It—developed and expanded, elevated above stunted and crabbed notions, antiquated jealousies, and that morbid rivalry which war created—met the genius of the French nation, and met it to consolidate a union in that temple of science which, in 1851, concentrated in London an assemblage of the worth and civilisation of Europe.

Thus can be traced the origin of those popular powers of judgment and discrimination which have made ancient foes firm friends, which have amalgamated the interests of the two greatest nations of the earth, and have arrayed them together in the defence of the liberties of the whole human race. This is the general principle: we shall now examine its more circumscribed effects.

The mining community of England, estimating it in ratio to its numerical power, and by its "returns," is the most powerful known lever of productive labour. In centuries past, it achieved a character which history has flattered; and in modern times, although its crude practical intelligence was competed with by France, Belgium, and America, through a mining population instructed and organised upon a Government system, and in national institutions; still its energies have been unsurpassed, and its untutored powers unequalled.

Many, very many, eminent exceptions fortunately exist to all that can be but too justly advanced against the educational qualifications of our mining body, but we are now dealing with the subject in its widest sense, and as public journalists, faithful to our trust in the guardianship of the mining interest, and independent in the exercise of so sacred a duty. There is, it cannot be denied, a vast portion of our mining population far below the standard of that ordinary acquirement arrived at by our continental confreres. And this is unworthy of a great nation, but we possess some solace in the conviction that, within a few years, obvious improvement has taken place in our own people. The advantages of education have been appreciated: self-instruction has in many instances supplied the absence of an educational system; emulation was excited and fostered, and *Magna est veritas et prevalebit*.

The MINING JOURNAL, triumphing in this principle, and at once the concentrating point for the native intelligence which inspires the masses in our mineral districts, the ready medium of its power, and the faithful chronicler and expositor of its scientific efforts, was elevated upon the broad principle of public utility—elevated by the independent and honest appreciation of the mining community—to that high position it now occupies; a position, we repeat, of trust, of confidence, and one proudly enhanced by the consciousness that it is at once merited and unassailable.

The retrospect of how much has been wrought by our efforts, within the last few years, to raise the character of mining as a distinctive branch of British industry, is particularly pleasing. It cheers through the rational estimate of its intrinsic value, and in its proof of the capability of our mining population to take prompt advantage of those benefits which are thrown in its way. Much practical good has been effected, but much more remains to be done. The organisation which should characterise this department of labour is far from being complete; but while on the one hand there is a laudable desire to improve, and on the other an indomitable spirit of perseverance in furthering mining progress, no doubt can be entertained that ultimate success will be achieved. For our own part, we shrink not from the task allotted us, however difficult of performance. To point out with an unwavering hand errors and abuses which, in the selfishness of human judgment, time and prejudice have consecrated to selfish and sectional interest, is ever an arduous and ungracious duty, but such a duty has been unflinchingly performed by us hitherto, nor shall the course be deviated from until, in the correction of abuse wherever it

may be found to exist, in the consolidation of an equitable, scientific, and effective system of operating, and in the prudent regulating of principle and detail throughout every phase of this great question, a legitimate basis for public confidence shall be founded for ever, and its full share of monetary investment thereby secured to British mining.

The course to be pursued is, therefore, obvious. The mining channels for the outlay of capital must not only be kept open, but also fair and clear, and business transactions without reproach. We see every desire evidenced on all sides to adopt improved plans and systems, and we are happy to record that the annals of mineral enterprise never afforded sounder and more incontestable proofs of an improved system than at the present moment. The old year closed on a state of transition which promised well, the new one has dawned on mining organisation, both in a scientific and commercial point of view, of paramount importance to the public and to the mining world generally. Therefore, the moneyed interest of this country will now possess a safe, certain, and regulated sphere of speculation and investment. For out of the debris of past adventure, experience has amassed the material which the respectability and intelligence of the community unite in adapting to a new era, thus securing the future prosperity of "One and All."

A glance at the mineral statistics of 1854, which fall short of the returns of the year just closed (1855), will prove the vast metallic resources of this country; and remembering that, owing to the fatuous scepticism of some in the still existing mineral richness of the principal mining districts, the failure of ill-concocted and bubble schemes, "tightness" in the money market, and various other causes, a neglect of mining existed, we, with true satisfaction, give the authority of Mr. WATSON for the fact that the gross value of metals raised in one year, by the capital of mining adventurers, and the energy of our miners, is three millions four hundred and eighty-five thousand one hundred and thirty-eight pounds sterling, thus proving, beyond the possibility of a doubt, that less capital can do more in this sphere of labour than in any other in which the industry of the country can be exercised.

Regarding it in its proper light, mining in Great Britain offers now, more than at any other period in the history of the country, a sound medium of investment, and we are rejoiced to perceive that the tendency of public appreciation is being so fairly and systematically directed towards it. The Act to amend the law for the inspection of our coal mines is, although defective in some particulars, a proof that the Legislature has taken its long-promised initiative in the regulation of mineral matters; and the Limited Liability Act, although circumscribed in its nature, and here and there strained and distorted in its framework, will have a direct influence on the moneyed interest in furtherance of mining enterprise. Altogether, the year 1855 can number amongst its mutations those which are favourable to the prosperous development of our mineral resources.

Let the mining body in Britain aspire, through an active intelligence, to the successful consummation of its labours. Let a fair field be given to the truly British spirit of enterprise and "adventure" which has already accomplished so much with comparatively inadequate means. Let miners, consulting the good of "One and All," work in manly probity *pro aris et focis*; and however spots may darken temporarily on labour's world, the miner's lamp, thus fed, will be a safe indication and a guide, and the prosperity of this great national interest, over which the MINING JOURNAL will ever watch with friendly but jealous solicitude, will be secured, and will be justly regarded as the most staple and bonded interest of the nation.

The Ticketings of Copper Ore at Swansea and Cornwall show that, although the sales have been, both in ore and fine copper, for the last quarter considerably more than either of the three preceding quarterly sales, still, owing to the reduced standard given by the smelting companies, the amount of money is 8000l. short of the quarter ending Sept., when they had 81 tons less of fine copper: say—

Quarter ending	Tons of ore.	Fine copper.	Money.
September . . .	49,106	3203 17	£332,932 18 0
December . . .	51,992	3281 15	324,744 15 0

Increase . . . 2,886 . . . 80 18 . . . £ 8,188 3 0—decrease for the quarter just ended; and showing the enormous profits they derive, the price of cake copper having been 126l. per ton for upwards of two years, without intermission. At present, we must invite our readers to peruse our unbiased remarks in the Journal of Oct. 20, on the completion of the September quarter. Those facts remain *in statu quo*, and we will refer to the subject at an early date. The usual tabular details will be given in our next Journal.

In the interior economy of nations there is no stranger paradox than the value set upon human life. Whilst the First Napoleon squandered half a million soldiers in external wars, he required, as one of the first duties of the employer of labour, that the life of the miner should not be sacrificed by unskilled or ignorant management. His law upon this subject has been followed in other countries, and the saving of life which has attended it has been often detailed in our columns.

It has never been maintained that all sacrifice of life was unnecessary, but that in the 980 killed outright in the coal mines of Great Britain, and the 15,000 annually severely wounded, there was a fair margin for the exercise of the philanthropy of the capitalist. Go into what district we may, it is well known that the mines which are worked in the most productive and skilful manner are at the same time the safest. It is equally certain that when the manager is incompetent, or leaves the mine to take care of itself, it rapidly gets into a state which renders it less productive, and more dangerous to every one employed. It is under such circumstances as these that the men become reckless, for care and prudence may be rendered nugatory at any moment by causes beyond their control.

As some guarantee to the workmen that a mutual responsibility will be maintained for the purposes of safety, we have hailed as an act of justice and humanity the establishment of rules which, in the words of the new Act, are to be "for the conduct and guidance of the persons acting in the management of every coal mine or colliery, and of all persons employed in or about the same, as under the particular state and circumstances of such mine may appear best calculated to prevent dangerous accidents." If this provision were acted up to in good faith, it would at once raise the collieries in precautions for safety up to the level of our railways, for which the directors have, in many cases, of their own accord established elaborate systems of safety rules, contained in books of 70 or 80 pages.

It is rumoured that many of the colliery rules now sent in have had for their object the infliction of penalties for breaches of contract, short weight, stone in trams, and for the determining of questions, long a fruitful source of dispute. We are confident that the inspectors on whom the revising of the rules devolves will jealously exclude all such attempts in matters where the arbitration is all on one side. Neither in the framing of the rules, nor in the cumbersome machinery for arbitration, after an inspector has discovered a colliery to be dangerous, is the voice of the colliers allowed to be heard. Many of our readers will recollect the temperate and sensible petitions of the colliers to Parliament whilst this Act was in agitation. Some of the rules agreed to in the coal districts have been an advance on any of the rules previously in force, and there appears a general disposition for the best managed collieries to take powers for more complete safety rules than they possessed before. Except in some localities where accidents have been frequent, and rules almost unknown, there does not appear to be any desire on the part of the owners to cavil with the requirements of the Act, or to assert that, because humanity has been so long delayed as to become a subject for legislation, the cost of production will be at all increased.

RAILWAY PROPERTY IN ENGLAND.—The ordinary railway capital receiving dividend in the first half of the past year was 125,169,451l.; the amount of dividend paid on this capital was 2,243,631l., being at the rate of 3l. 11s. 8½d. per cent. per annum. The capital not receiving dividend in the same period was 21,836,178l.; so that there is nearly 150,000,000l. of ordinary railway capital, for which the dividend fund shows the moderate return of 3l. 1s. 0½d. per cent. The interest bonds and preference shares amount in the whole to 109,148,725l. As 2,247,234l. was expended in the half-year in the shape of interest and dividend on these classes, the return to the holder is at the rate of 4l. 2s. 4½d. per cent. per annum. The capital of the least lines is above 26,000,000l., returning a dividend slightly exceeding 5l. 5s. per cent. The total railway capital invested in the first half of 1855 was 282,692,973l., returning a total dividend and interest of 5,188,813l., which gives an average of 3l. 13s. 5d. per annum received on every 100l. of railway capital. This is an increase of return of 10½d. per cent. since 1854. The working expenses on the lines paying dividend amount to 49.08 per cent.; and those on the non-paying

tain degree of hesitancy in making known the results; but we have the means of obtaining, through an influential source, all requisite information respecting the mines of Derbyshire, and we never hesitate to give it, when its publication would be of interest or importance. In hard ground, at certain intervals, there is a liability of the vein to contract, and, on the other hand, when the bearings are in soft ground, the ore is deposited in bunches or pockets, leaving a certain amount of the vein impoverished between the rich deposits. The Brightside being a hard ground mine, has had its regular produce interfered with by the contractions referred to, but is now looking well again, and with a prospect in a few weeks of completing the cross-out to the other rich vein left in the water. We have reason to believe that a much greater amount of capital will be employed this year in mining operations, and we trust it will be attended with the success which has rewarded the operations of the past year.

A subscription was recently entered into in Chesterfield and the neighbourhood for the purchase of a large quantity of a tract called the *Pions Collier*, which has just been supplied to every collier in Derbyshire.

THE IRON AND METAL TRADES OF SOUTH STAFFORDSHIRE.

[FROM OUR CORRESPONDENT IN BIRMINGHAM.]

JAN. 3.—It would seem rather unfortunate that the new year should be ushered in with a bank failure in this district. I need hardly say that I allude to the bankruptcy of Mr. Richard Green, the proprietor of the Lichfield Bank. The event took place on Monday, and has since been noticed in most of the London papers. On Tuesday morning, Mr. Green filed a petition in the Court of this borough, and since then the necessary notices of his surrender, and for his future attendance on the 31st inst. and the 21st Feb., have appeared. This failure is attributed to mining speculations, but I rather think improperly, as the works he had were remunerative, or ought to have been so, under proper management. He was the owner of the Pelsall and Brownhill Colliery, which is in full working order, and the stoppage of which would be injurious to the estate; and in order to render it as beneficial as possible to the creditors, an application was made to-day to the Commissioner in Bankruptcy to grant permission for the working of the mine. Mr. Knight, solicitor, appeared to support the application, and in doing so filed the following affidavit:—

"Thomas Morris, of Pull Mall, in the county of Middlesex, coal agent, maketh oath and sayeth, that he is the authorised agent for the sale and disposal of the coal raised from a certain colliery, situate and being at Pelsall, in the county of Stafford, and called the Pelsall and Brownhill Colliery, and which colliery is the property of, and belongs to, Mr. Richard Green, for whom deponent has acted as the agent in the sale and disposal of the coal raised. That the colliery is in full working order and condition, and capable of raising 2000 tons of coal per week, for which deponent can find a ready and immediate sale. That no further outlay is required for the colliery except for the ordinary current expenses of wages, &c., the same being in full working order and condition; and also, any stoppage of the working of the colliery would be attended with considerable loss and damage, and be of serious injury to the interest of the creditors of the said Richard Green."

For these reasons it is deemed advisable to continue the working of the said colliery, and that the official assignee be empowered to defray the necessary expenses of doing so. Mr. Bittleston, the official assignee, was also heard, upon which the Commissioner made the required order for the continuance of the working, and the men will be accordingly retained. There can be no doubt of the propriety of this arrangement, as it must be for the benefit of the creditors. Mr. Green is said to have been engaged in other works, but if so, no proceedings have been taken with reference to them. His liabilities are estimated at £220,000; and, as usual in all such cases, a large dividend is promised, and without the drawback of any threatened revelations. So far as the official assignee has been able to investigate the affairs, they amount to no more than what may be included in an honourable failure, and the ordinary surveillance upon the bankrupt's private residence and property is dispensed with. I cannot learn that it will affect many in the iron and coal trades, but that all will escape unhurt, as depositors or creditors, in some way, is more than can well be hoped for. With the exception of this sudden, but, perhaps, to many not unexpected event, there is nothing more to regret in connection with the commercial transactions of the district.

The order books for most description of iron are well filled, and for all kinds of coal the demand is in many places ahead of the supply. Next week the quarterly meetings will commence at Walsall on Tuesday, Wolverhampton on Wednesday, Birmingham on Thursday, Stourbridge on Friday, and Dudley on Saturday. There can be no doubt the quotations I forwarded you last week will be maintained, and, according to present appearances, the quarterly accounts fairly met. Caution to an unusual extent was observed in making sales throughout the past quarter, and few but *bona fide* travellers were trusted, so that we have few difficulties to anticipate in the forthcoming settlement. Cash, however, is scarce, and dearly purchased in too many instances. There is an unfortunate trader now in the borough coal, charged with forgery, whose affairs are in the Bankruptcy Court, and against whose estate proofs have been tendered on bills discounted for him at 35 and 40 per cent.

The Bank pressure continues to be felt, and the Chamber of Commerce has been forced to the consideration of the subject.

In the General Metal Market, there is no change. Copper and tin continue firm, but the demand for the new quarterly account as yet is very limited. The large houses are still stock-taking in nearly all branches of trade, and will not finish before next week.

In my last letter, I noticed the intended cutting of the first sod of a new canal near Dudley. The event took place on Friday last, in the presence of 200 of the leading coal and ironmasters of the district, and a large concourse of persons. The Right Hon. Lord Ward cut the sod, and, having done so, gave some highly interesting statistics connected with the mining operations of the district.

STOCK, MINING, AND RAILWAY SHARES IN IRELAND.

[FROM OUR CORRESPONDENT IN DUBLIN.]

JAN. 3.—The Stock Market, fluctuating in accordance with London prices, has fallen about 30 per cent. on the week, but shares have retained their firmness, and are not at all affected by the downward tendency of the funds; in some cases shares have been higher. In Hibernian Bank shares there was a rise of 5s., in Belfast Junction a rise of 10s., and in Dublin and Wicklow shares there was an advance of 5s.; Mining Company shares were slightly down; there was no price for any other mining shares. The meeting of the Wicklow Copper Mine Company will take place on Thursday. The following are the latest quotations:—Consols, 87; New 3 per Cent., 87; Hibernian Bank, 33; Royal Bank, 20½; City of Dublin Steam, 60; Dublin and Glasgow Steam, 40½; Grand Canal Company, 38; Consumers' Gas, 8; Mining Company of Ireland, 13½; Dublin and Belfast Junction, 41½; Dublin and Wicklow, 6; Great Southern and Western, 51½; Midland Great Western, 49; Waterford and Kilkenny, 3½; Waterford and Limerick, 22½; Irish South-Eastern, 3½; Killarney Junction, 8.

The half-yearly meeting of the Mining Company of Ireland was held to-day, at the offices of the company, and a report and statement of accounts, every way satisfactory, were presented. The profits on the half-year, exclusive of 5755£, expended on permanent improvements, were 11,616£, out of which 4154£ were paid for the Glenalough estate, which seems to be a most valuable acquisition to the company's property; as it gives them possession of nearly 5000 acres of mineral ground, and will enable them to work the Laganure Lead Mines in an efficient manner, which they have hitherto been unable to do, owing to petty annoyances with which they were continually harassed, and difficulties which were continually thrown in their way; these will now be all removed by the possession of this property, and these lead mines will now become one of the most valuable parts of the property. The collieries show a falling off in profit, though the returns of produce are greater as compared with this time last year; this, it was stated, was principally owing to the expense of carriage, but negotiations are pending with this company and the Great Southern and Western Railway, for the transport of the coal and culm, at cheap rates, to Dublin, Cork, &c.; and it is expected that from this source, also, the company will derive large profits.

The report stated that every portion of the company's property was in the highest state of efficiency, with the exception of the smelting-works at Ballycorus, where machinery and appliances of a more suitable nature were necessary: to remedy these defects, a person of experience and ability has been engaged to superintend the necessary alterations, and the directors confidently expect that they will be able, at the next half-yearly

meeting, to report considerably improvements in this portion of the property. There was considerable discussion at the meeting as to some alterations to be made in rendering the accounts as proposed by a shareholder, particularly that of placing those sums appearing under the head of "permanent improvements" in the balance-sheet, under the head of "cost of mines in operation," by which system the mines would appear debited the amount of those improvements, and the profits of the half-year would appear so much more. A dividend at the rate of 10 per cent., free of income tax, was declared, and the meeting, which was large and respectable, passed off with a vote of thanks to the Chairman and directors.

On Dec. 29, a petition was presented to the Lord Chancellor, by a Mr. Elliott, of this city, praying for the winding-up of the Lackamore Mining Company; and said petition will be heard on the 12th inst. It is really melancholy to find that this company is now about to be wound-up also, for it was almost the only company established on the Cost-book System in Ireland which presented any great probability of success; and the returns which I gave in my last show that nothing but extended outlay was necessary to increase the returns, and make the adventure a profitable one. That profitable it would be there exists but little doubt, if the management had been entrusted to directors here; but when we find that, of the seven directors who formed the committee of management, but three of them were Irishmen; that, of those three, one died shortly after the formation of the company; that another took no part whatever in the management, as he immediately retired from the direction; and that the third, who alone of all the others possessed that extensive local knowledge referred to in the prospectus (to which I have before alluded), and who was, therefore, alone capable of giving that advice so necessary to successfully work the property, found (for probably the same reasons as those which Messrs. Taylor had) that he could not work on the same board with gentlemen who do not seem to have considered local knowledge and practical experience as an advantage, though those qualities could alone ensure success. He also for, I believe, these reasons withdrew, and the entire management was, therefore, left to men who have shown themselves utterly deficient in every quality which, as directors, they should have possessed. When these facts are known, it will be easily seen why it was that this scheme has also failed; and that will be always the result when a mining or other company is left to the direction of incompetent men, who, as is the case in the present instance, do no wish to be informed, or to solicit the co-operation of those capable of giving them the necessary information.

The lectures to be delivered by the Professor of the Dublin Chemical Society will commence for the season on Thursday evening next. There is no doubt whatever but that this society, now in its infancy, will be ultimately of vast use to the country, by affording the members the means of becoming practical chemists at an almost nominal outlay, the subscription being only 12 per annum, and for those using the laboratory 10s. per quarter. As agricultural chemistry is particularly attended to, many country gentlemen and farmers are already enrolled among its members; and from the deep interest which scientific persons of all classes are beginning to feel for its success, it is likely that it will soon become a deservedly popular institution. I may mention that analyses of ores are undertaken in the laboratory; and at the last quarterly meeting were to be seen pieces of aluminium, silicon, and magnesium, being some of the many results obtained by the students on the practical nights.

[FROM OUR PARIS CORRESPONDENT.]

ALUMINIUM.—The new metal aluminium, about which so much fuss has been made, does not appear by any means likely to answer the expectations of its inventor, nor of his enthusiastic supporter, M. Dumas, who, with a very excusable, and even creditable feeling, lends his best endeavours to promote the adoption of every new invention. According to M. Regnault, the celebrated physician and director of the Government Porcelain Manufactory at Sevres, aluminium is far from possessing the advantages imputed to it. From the experiments he has made, it now appears certain that aluminium has no chance of ever competing with silver in colour and brilliancy. It is almost impossible to produce it in a pure state. The specimens shown at the Exposition Universelle, when analysed by M. Regnault, were found to contain 6.50 per cent. of copper, 2.50 of iron, and 2.50 of silicon. The iron and silicon are, therefore, present in sufficient quantity to change the colour and diminish the ductility of the aluminium. The further trials that were made therewith prove that it is extremely brittle, not easily drawn, and is an exception to the general atomic theory.

BRANDY FROM COAL.—Brandy distilled from coal is one of the proposed applications of chemical science to supply the wants of man, which is just now creating some sensation. Hitherto "brandy has been made indifferent from potatoes," wine, beet root, and other vegetable sources; but from coal—villanous black mineral, *mirabile dictu*. The experiments of Berthelot, which demonstrated the possibility of producing alcohol from common coal, have so seized upon the imaginations of some French Yankees, that it is seriously proposed to distil alcohol first from coal, and after dilution to give it the colour and taste of the best *vin cognac*. I have no doubt the thing will be tried, for brandies have risen enormously. Possibly it may succeed, for Frenchmen are not only ingenious, patient, and persevering, but very enterprising. For the information, probably amusement, of your readers, I may state that the *modus operandi* is as follows:—Coal gas is first distilled in the ordinary way, and conducted into a receiver. It contains about 8 per cent. of hydrogenous bicarbon in a gaseous state, which is separated therefrom (rather a complicated affair), and introduced into a close vessel, containing sulphuric acid; the vessel is agitated until the acid absorbs the gas. Water is then mixed with it, and the whole distilled for alcohol, which is brought over. Good news this for the Londonderry and Lambtons, if the chemical experiment should prove capable of being applied to a manufacturing purpose. Our coal districts transformed into brandy-producing countries, rivaling with Angoulême itself, will be one of the curiosities of the nineteenth century, although, probably, our children may find nothing unusual in asking for a drop of the best old Northumberland, or a glass of Durham water, hot, with a slice of lemon, and not too much sugar.

STATUTE LAW OF FACTORIES.—Mr. Thos. Tapping, author of the *Price Essay on the Cost-book System*, and other useful legal works, has published a volume of Factory Acts, comprising the statutes, with their respective schedules, also notes and full reference to cases. It is issued to meet the demand that has arisen for a work useful to the lawyer and man of business—a task which adequately to perform requires no little experience, judgment, and skill, as the statute laws relating to factories are comprised in no less than eight separate Acts, most of which have modified or repealed the other—but which, we need scarcely say, Mr. Tapping has performed most satisfactorily. It may be assumed that legislative interference to protect the operative is founded on a policy just in its intention, and in a great degree beneficial in its results; but the fact that the subject has been made the handle of acrimonious debate in both Houses of Parliament, who have repeatedly been called upon to amend their previous decisions, is a proof that the remedies have been inadequate to the evil. The truth is that penal enactments, which the Labour Regulations Act, to a certain extent, have never so sufficiently comprehensive to meet all cases which may arise from time to time. They may effect a vast amount of good—may, in some degree, preserve life and limb; but the true panacea for the difference between the relative responsibilities of masters and men, it is to be feared, can alone arise from a moral perception. In the absence of this, we find, after all that has been done by the Legislature, the provisions for the safety of life and limb are still inadequate, as Mr. Tapping says, as to the hours of working, religious and educational training, deaths and mutilations, and machinery accidents, to what extent the following particulars will attest. During six months ending April last, 84 informations were laid for employing young persons and women after 6 o'clock, p.m.; 22 for employing them before 6 o'clock, a.m.; and 20 for employing them during meal times. As early as the 42d Geo. III., c. 73, religious training was provided for, but is, singularly enough, not mentioned in any subsequent Acts. The attendance, however, of children at schools is provided for, and strictly enforced by the inspectors, who mulcted parents for non-compliance or neglect in heavy penalties. It is suggested that these fines could be dispensed with, and prosecutions prevented, were all employers to follow the praiseworthy example of certain Scotch manufacturers, who, going considerably beyond the requisitions of the Act, provide school, with coal, light, and all other requisites, including a well-stocked library, at a merely nominal subscription. As an illustration of the inefficient provisions as to deaths and mutilations, it is mentioned that, during six months ending April 30 last, 1788 either lost their lives or suffered mutilation from accidents arising from unguarded machinery; within the same space of time, 1837 deaths and mutilations were caused by accidents, not being machinery accidents; and the yearly returns of deaths and mutilations from various causes exceed 7000. These lamentable facts bespeak the great disinclination of manufacturers as a class to adopt any forced measures, and they have even gone so far as to institute an association, the specific object of which is to raise funds for defraying the fines imposed for neglecting to fence their machinery. Mr. Tapping, in pointing out the evils, suggests measures which he thinks would remedy the existing defects. He proposes that the penalty for unguarded machinery should be, not a fine alone, but fine and imprisonment, with, in every instance, an action for compensation to the injured party, or his family, brought by the inspector, who should have extended powers. The procedure should be expeditious and inexpensive, without the intervention of pleadings, and the expensive and technical detail of an action at law; and, lastly, the inspectors, being public officers, should be indemnified against all costs and personal inconvenience in respect to any such proceedings. The author concludes by expressing a fervent hope that Parliament will provide, or endeavour to do so, the remedy requested by so fearful a mortality and amount of human suffering.

ON COLLIERIES, COAL OWNERS, MINERS, AND INSPECTORS.

We have received a communication from a correspondent in the form of a review, of the history of the coal trade, the dangers under which miners follow their occupations, the duties of owners and inspectors, and the necessity which exists that stringent regulations should be adopted for the safety of both life and property. While we acknowledge the importance of the subject, and the valuable and interesting character of the writer's general remarks, we must content ourselves with a summary of the facts, the entire paper being far too long for insertion. The writer commences with a brief history of coal mining. It may not be generally known that the coal fields of this great commercial country, now being so extensively worked, began to be opened about the thirteenth century, the first charter to mine for this mineral fuel having been granted by Henry III., in 1230, to the town of Newcastle-on-Tyne. In 1281, the trade became so important that laws were enacted for its regulation; and in 1291, a similar charter was granted to Scotland. From this time up to modern periods little is known comparatively of the hardships, horrors, and slaughter in coal mines, from explosions and other accidents; but it is certain that the then principle of ventilation was very imperfect, and is even at the present period not properly understood by colliery engineers, managers, and others entrusted with the health and lives of the colliery population.

Previous to the introduction of the safety-lamp by Sir H. Davy, about 1820, the miner had a bounty of twenty guineas a year for working in a dangerous, or fiery colliery, which was discontinued after the invention got into use, and thus at least 20,000£ per annum was saved to the owners. Through, however, a large number of men refusing to work in fiery mines, a very considerable portion of coal was positively for ever lost to the proprietors and the nation. Up to a very recent period very primitive modes were adopted for clearing the mines of gas or fire-damp, such as beating the air with the miner's coat, using bellows with a very large nozzle, fans, and other such appliances. In other cases the overman would fire the gas before the men descended, and for safety he used certain precautions, such as wetting his clothes to prevent them from taking fire, with other means which cannot now be commemorated. By the introduction of the safety-lamp, we arrive at a new era in the history of coal mining operations, followed up by improved plans of ventilation, originally suggested by Mr. Spedding, a native of Cumberland, and greatly improved and fully carried out by the late Mr. Buddle, said to have been the most intelligent and scientific miner in the north of England. But, although Mr. Buddle was a most ingenious man, it is impossible to avoid a knowledge of the fact, that a very large number of appalling explosions have occurred in mines under that gentleman's system; and the writer believes that Mr. Buddle lost during his career in mines under his immediate management, and where the safety-lamp was in constant use, no less than 850 colliers by explosions of fire-damp, and the writer only wonders that, under such a system, a greater number of these casualties had not taken place.

A review is then taken of the proceedings of the various committees of the Legislature during the last seven years, the appointment of inspectors, and their subsequent increase; and it is stated that since their nomination up to the present time—indeed, from the first passing of the Act—these calamities have been on the increase. This he considers to arise from the fact that the inspectors have had no power to enforce the carrying out of any rules or regulations, any suggestions which they may make only coming in the shape of a recommendation, which the owners or managers might adopt or neglect, as they pleased. Just before the passing of the last Act of Parliament, an important question was asked Sir George Grey by Lord Lonsdale: "Whether any change was intended in the manner of appointing inspectors, the qualifications for those offices being, in his opinion, not sufficiently enquired into?" to which Sir George replied, "that an arrangement had been made, by which a strict examination as to the qualifications of the inspectors, previous to their appointments, would be made." The writer then proceeds to show that this necessary investigation has not taken place, that a want of proper sympathy with the sufferings of a class numbering a population of 200,000 has been shown, and that out of about 150 applicants 25 were selected, whose examination merely consisted in filling up certain blank forms of questions required to be answered. It is then suggested that in future candidates for inspectorships should be examined by a committee of really scientific and practical men, presided over by Mr. Nicholas Wood, the eminent colliery owner in the North of England, who would certainly not pass any one who was not well qualified by experience and education.

The writer concludes by expressing the hope that some honourable Member of the House of Commons will, early in the ensuing session, put a question to Sir George Grey as to the qualifications necessary for inspectors of coal mines, and ascertain whether it is to be understood by clause 2 of the present Colliery Act that a thoroughly practical man, made so by long experience in mines, from being a trap-door boy to a hewer of coal, with educational scientific attainments, is not "a fit and proper" person to be an inspector, within the meaning of that clause. This is the more necessary to be known, to prevent parties hereafter being put to unnecessary expense, and neglect of business, by applying for an appointment they may be in every way well qualified to fill, from their knowledge and experience, even according to Act of Parliament, but disqualified by certain other private regulations.

SPECIAL RULES FOR COAL MINES.

We are glad to find that the colliery owners, alive to the importance of the new Inspection Act, are taking active measures for its due observance. Meetings have been held in the North of England, Staffordshire, and in Wales, at which the prevailing disposition has been to further the intentions of the Legislature in promoting the health, longevity, and security of those employed in coal mines. The only district whose special rules have reached us at present is South Staffordshire; and if we may judge others by that, it may safely be predicted that the casualties which have hitherto been so frequent and distressing, will materially diminish, and the miners' position be consequently much improved. As we stated in our analysis of the Act, its efficacy will materially depend on the co-operation of all concerned. Much is required from the employer and the employed, and we trust that both will unite to render its provisions effectual.

By the special rules of the South Staffordshire district, it appears that the preventive measures in operation are of a very comprehensive character. Provisions are made with regard to managers or ground bailiffs, engineers, engine tenders, banksmen, hookers-on, charter masters, and colliers. Every precaution is adopted with a view of securely timbering the roads in the pit, and properly ventilating the mine. A competent party is appointed to ensure the due observance of the rules; his duties are to see that the road pits are properly secured; the sump, and every place in the pit, ventilated; that the stables, when practicable, are placed in the return air course; to keep the shafts in repair, and the garland curbs cleaned out regularly, and to widen the shaft when out of the vertical, so as to protect the men. He is also bound to see that the pits and insets are constructed so that hookers-on can perform their duties without standing in a shaft when a load is ascending. He must see that rollers are put up when required; that no chains or ropes, over worn or damaged, are to be used; to put up signals where the pit and engine are 30 yards apart, and that the engines are kept in gear, by a screw or mechanical contrivance. The colliery engineer, manager, or bailiff, is bound frequently to examine the state of every engine, boiler, and winding machine, ropes, or chains, under his control, and on noticing any defect to stop the working of either until repaired, or others substituted. His other important duties are, to cause the steam-boilers to be cooled down, emptied of water, cleaned out, and thoroughly swept, and to examine as often as possible the state of the floats, or water gauges. The engine tender is compelled to inspect, once a day at least, the machinery, boilers, and other apparatus, and report their state to the head engineer; and where any defect exists likely to endanger life, cause the working to cease until it is reported to the competent authorities. He will be held responsible for the cleanliness of the engine and boiler, and must in no case carry more pressure than authorised by the managers. He must be at work in sufficient time before the hour fixed for the colliers, to start the engine, and let down the persons whose duty it may be to examine the state of the workings; previous to the pit commencing work, and must, therefore, examine the winding gear before letting any person down, and run the rope or chain once up and down the shaft. He is not to permit more than eight persons to ascend or descend at the same time, nor let any person down the pit in the absence of the bankman, and except in the case of immediate and urgent necessity will not be permitted to leave the hand gear. He is to set carefully on signals, and wait until they are repeated, if not understood. No collier will be allowed to work in any pit, day or night, without an engine tender over him, unless by arrangement enabling him to communicate with some person at surface. Except in cases of extreme necessity, no engine tender, or other person, upon whom the safety of the men depends, will be permitted to work more than two turns continuously, unless in cases of extreme necessity. The bankman, in the absence of the charter master, will have the command, and be held responsible for the pit top. He is to see that the fences guards are regularly put up, that no person intoxicated descends, nor boys under 12 years of age, unless accompanied by a man. In all cases he must give and receive the proper signal. He will not allow any person to descend with tools, implements, or timber, without seeing them securely placed in the cage, and is to be especially careful that the runner is placed over the shaft when the skip or cage is sufficiently high. He is under no pretence whatever to leave the top of the pit when any person is ascending or descending. All ascending skips will be in charge of the hooker-on, and all descending ones of the banksmen, who shall see that in all cases they are properly loaded. Upon the charter master, or his representative, onerous duties also devolve. He is required to examine the state of the works at least once a day before the men commence, and will have full control over the colliers. When repairs are required, he will be held responsible for their being done; as also for the replacing of the scaffolding being displaced over the sump after the water is drawn out, and for the sump never being left uncovered whilst the pit is at work. Stringent rules are to be en-

forced in the underground operations. Working colliers will not be allowed to descend the pit contrary to the direction of the bankman, nor ascend unless under the direction of the hooker-on. When ordered to do so, he must cease to use candles, or naked lights; neither will he be allowed to use them where safety-lamps are required, and will be compelled to securely strap or secure the coal whilst holding. In the event of any threatened danger from fire-damp, he is enjoined to give speedy notice, as also where roofs are insecure. Wilful disregard of these rules subjects him to dismissal without notice.

From the above abstract of the regulations, it will be seen that the South Staffordshire masters have taken the initiative, and are desirous of fully acting up to the spirit of the Act. Should the measures they have adopted prove inefficient, the fault, therefore, will not be theirs. The defined duties of the charter masters and managers require much judgment and care in the execution, and it is to be wished that they will be selected from the most experienced and intelligent miners in the districts. Particulars of the will, of course, require specific rules, but these comprise the groundwork of all others.

REMARKS ON MINING DURING 1855.

BY J. M. MURCHISON, ESQ.

The year 1855 may be truly said to have been one of the most remarkable years in the annals of British mining. When we bear in mind the great and costly war which this country has been, and is, carrying on—the unusually high value of money—the consequent discouragement to all descriptions of speculation—and, the popular aversion to mining investments hitherto displayed in the most propitious times, it is really astonishing to observe the marked progress and prosperity of this important branch of national industry during the last twelve months.

Several causes have doubtless contributed to this satisfactory state of things. In the first place, the immense improvements in several of our best mines have greatly increased their profits, while the extraordinary discoveries made at others have placed them in a conspicuous place in the D. dividend list. The high values of copper and other metals have also assisted in these good results, but the prices of many articles used in mining, such as timber, tallow, gunpowder, &c., as well as the rate of wages, being also high, the advantages of the former have been greatly diminished. The amount of dividends paid in the past year is, however, the largest ever yet declared in one year by British mines, and exceeds the amount of 1854 by the sum of 16,262, while the increase of English mines alone is 20,292, for the year, and 121,739, over the average annual amount of the previous ten years. These good facts have imparted a vigour to the operations of such p. aggressive mines as hold out reasonable probabilities or chances of success, and it is well known that there are more legitimate undertakings of this class being carried out at the present time, the great object being their speedy and economical development, and not so much the present market value of shares, than ever there have been before. The establishment of a Mining Exchange in London has also had its effect in giving more confidence to the public, as tending to promote a more uniform price for shares in mines, and enabling persons to transact business in such property in a more satisfactory manner. It is not likely, however, that there will ever be a ready market at all times for the shares in every particular mine, for, as yet, at all events, there is not sufficient capital in the market for such investments, and it is scarcely possible to provide the means for always ascertaining correctly the real merits of every concern. Sometimes the holder of shares finds that he cannot sell, and he frequently infers from this that the mine must be worthless, and forthwith determines to get out on any terms rather than "pay more calls;" and, if a good many more of the shareholders should be guided by the same delusive criterion, it may result in the mine being abandoned. The evidence against the validity of such reasoning is the fact, that the shares in every dividend mine have been at one time unsaleable, and scarcely one of them that has not been abandoned by at least one set of adventurers. The best plan is to examine into the objects in view, and to ascertain whether competent persons entertain a favourable opinion as to the results, and then to assist in pushing on the works with the greatest expedition and economy, without any discouragement from the value set on the concern by parties who most likely know nothing whatever of its merits, or who do not deal in the shares of any mine, but some particular favourite mine of their own, or with which they themselves may be connected. If shares are forced for positive sale on the market, whether in dividend or progressive mines, at a time when there happens to be no buyers for those particular shares, they can only be disposed of by submitting to such a reduction in price as would induce parties to purchase them who would otherwise not think of doing so at that time, and who would take them only on the conviction that they have "got a bargain."

Again, persons are often astonished because they cannot always immediately sell shares at or about the same price as they may see them quoted in the newspapers. This also arises from the confined limits of the market; for a person may wish to buy a few shares in a particular mine, and having done so (the price being quoted), and no other buyer appearing at the time, a seller must then either find another purchaser, or wait until another one appears; and if he be a bona fide holder, and has confidence in the undertaking, he will do this rather than sacrifice his own interests by pressing a sale. To state the case more clearly:—One or more persons may wish to buy 50 or 100 shares in a particular mine, and after they have obtained them, no more business is probably done for a time in that particular description of shares, and hence, a seller who may then come forward, can only dispose of his interest by offering at such a lower rate as will tempt an otherwise unwilling purchaser. There are no dealers or jobbers in the Mine Share Market of the class there are on the Stock Exchange, for Consols, &c.

It must be admitted, however, that mine shares are much more marketable now than they were even a year or two ago. The Mining Exchange has latterly assisted materially in producing this result; there is more capital embarked in mining, and a great deal more business is done. Mining is also better and more generally understood. Many prejudices have been lessened or removed, and the public have become more correctly informed on the subject. There is no doubt also that the more legitimate mining is supported, the safer will it become, for there has been no greater cause of failure hitherto than the want of capital. Each time a mine is abandoned, it is looked upon as "another of the unfortunate losses in mining," whereas the failure very often has nothing to do with the merits of the mine, but is owing to the unwillingness to advance the required capital, as the result of the second or third company frequently shows in a forcible degree. I have already shown, in these pages, the striking truth of this remark, and it is a source of considerable satisfaction to me to know that my labours have assisted in promoting the mining interest of this country. I do not claim much originality for this work, but I believe it is the only form in which the public can find a similar collection of facts and reliable information, and it has been the means of undeceiving many persons who were previously under the impression that there were only one or two profitable mines, and that all the others were losses. The strong and unanimous approval of the press, so generally expressed, further evinces the sanction which the public gives to the objects and usefulness of the publication.

In issuing a fourth edition, at the beginning of a new year, I have taken the opportunity of giving a considerable addition of important information, including a review of the progress of the principal mines in the past year, and their present position and prospects, with a table of the dividends paid in 1855, and the prices of the shares at the beginning and end of the year. Particulars of a large number of mines, not noticed in former editions, will also be found. Prosperous as the past has been, there appears every probability that 1856 will be still more successful.

In the year ending Dec. 31, 1854, the following were the returns of copper ore from British and Irish mines:—

	Tons.	Amount.
Sold in Cornwall	187,502	£1,192,839 9 0
Devon, Welsh, &c., sold at Swansea	532	5,102 8 6
Irish, sold at Swansea	11,790	128,293 18 6
Total	199,824	£1,326,235 16 0

In 1855, the returns of copper ore have been:—

	Tons	Amount
Sold in Cornwall	195,193	£1,265,434 17 1
Devon, Welsh, &c., sold at Swansea	483	3,352 3 6
Irish, sold at Swansea	12,446	125,812 1 0
Total	208,122	£1,394,599 1 7

From these figures it appears that the total increase of copper ore sold in 1855 over 1854 is 8908 tons, while in the same time the increase in the value of the ore sold alone is 7601 tons, and 70,595, 17s. 1d. money. The average price per ton in 1854, was 67. 12s. 3d., and in 1855 it is 69. 13s. 6d.; in Cornwall, the average price per ton in the former year was 67. 7s. 3d., and in the latter, 67. 9s. 6d.

The price of copper has remained, throughout the year, at 126l. per ton, and it is probable it will at least maintain that price, without reference to peace or war. The requirements of Government are at present large, but the general demand naturally keeps pace with the extension of trade and commerce, which, in the event of peace, would receive fresh vigour and activity.

With regard to lead and tin ore, it is extremely difficult to get anything like correct returns, particularly for tin; but respecting lead, Mr. Watson makes some valuable remarks in his Twelfth Annual Review of Mining, in last week's Mining Journal; he values the lead and silver ore raised in the United Kingdom, in 1854, at 1,177,199l., and for 1855 they are probably fully that amount.

The value of the tin ore may be roughly estimated at 350,000l. for 1855. The total value of the copper, lead, tin, and silver ore, raised in the United Kingdom, in 1855, may be estimated to be at least 5,500,000l.

In 1854, the dividends paid by British and Irish mines were as follows:—

	English mines	Amount
South	3320,108	
Welsh	193	
Isle of Man	16,330	
Total of British mines	3342,934	
Irish	41,950	
Total of British and Irish Mines	3384,884	

The total dividends paid in 1855, have been 388,950l., which may be thus classified:—

	English mines	Amount
South	3340,117	
Welsh	7,535	
Isle of Man	11,114	
Total of British mines	3358,766	
Irish	29,660	
Total of British and Irish Mines	3388,426	

In 1855, the dividends paid by English mines have increased 20,292l., and by the mines of the Isle of Man 5444l., over the amounts paid in the previous year; while the Scotch mines have decreased 799l., and the Welsh mines 9299l., making the net increase in the amount paid by British mines, in 1855, 16,262l.

mines which have paid less, are—Buller, which has decreased 20,490l.; West Caradon, 3581l.; South Caradon, 1024l.; South Tamar, 4050l.; Alfred Consols, 11,008l.; Botalack, 3500l.; Wheal Owles, 2480l.; West Providence, 2048l.; Wheal Seton, 3177l.; Trevelyan, 2600l., &c.

The mines which have paid dividends for the first time in 1855, are—South Crinoid, which has paid 7639l.; Great Wharf, 6969l.; Rosewarne, 7936l.; Wheal Wrey, 3276l.; Wheal Charlotte, 1536l.; Great South Tolkas, 750l.; Carnarvon, 921l.; Vale of Towy, 1000l.; Wheal Kitty (Lelant), 1024l.; Nether Heath, 320l.; and Brightside, 100l. A glance at the table will show the great rise which has taken place in the shares of some mines during the year; for instance, Wheal Bassett, from 280l. to 400l.; North Bassett, from 18l. to 41l.; South Frances, from 155l. to 350l.; West Seton, from 100l. to 320l.; Rosewarne, from 35l. to 155l.; Wheal Wrey, from 4l. to 9l. 10s.; Wheal Clifford, from 320l. to 620l., &c.

In his Annual Review of Mining, Mr. Watson gives the following as the dividends paid by English mines alone in the ten years ending with 1854:—

	1845	1846	1847	1848	1849	1850	1851	1852	1853	1854
	£215,450	158,439	155,381	179,024	185,741	£213,570	216,495	261,201	330,755	320,108

Making a total in ten years of.....£2,186,620

The average annual amount paid in the above 10 years would, therefore, be 218,662l., and as the sum divided by English mines in 1855 was 340,400l., there is not only an increase of 20,292l. in 1855 over 1854, but also an increase in 1855 over the average annual amount of the previous ten years of 121,739l.

The amount of dividends paid by British and Irish mines, in 1855, would at the rate of 5 per cent. represent a market capital of 7,035,520l., but as it is understood that mine shares should be purchasable to pay an average of 15 per cent., the real market capital represented would be 2,599,000l. There are also a considerable number of sound and promising progressive mines, which legitimately command on the aggregate a large market value, so that, on the whole, the mining interest of the country holds no insignificant position.

In considering the amounts of profit made by mines, the large sums paid as "dues" to the lords should not be forgotten. The Devon Great Consols, for instance, pays to the Duke of Bedford one-twelfth of the value of the ore raised, and the sum paid him in 1855 amounted to upwards of 10,000l. Taking 1-15th as the average rate of dues, the total sum paid upon the whole of the copper, lead, and tin ore sold in 1855, would be at least 150,000l., and deducting one-third of this amount as paid by mines which are not really making profits, it leaves 100,000l. as the amount of dues paid by dividend mines out of their working profits, previous to the division made among the shareholders.

PRELIMINARY PROSPECTUS.
SHREWSBURY AND WELSHPOOL RAILWAY.
WITH A BRANCH TO MINSTERLEY.
Capital £150,000, in shares of £10 each.—Deposit £1 per share.

CHAIRMAN.—THE EARL OF POWIS.
SECRETARY (pro tem).—A. Howell, solicitor, Welshpool.
SECRETARY TO THE SHREWSBURY COMMITTEE.—R. S. France, Sibberscott, near Shrewsbury.

SOLICITORS.—S. F. Noyes, 5, Lincoln's Inn-fields, London; and A. Howell, Welshpool.
ENGINEERING CHIEF.—P. B. How, Esq., F.R.S.
ACTING ENGINEER.—D. Pirry, Esq.

BANKERS.
Messrs. Beck, Downward, South, and Ewen, Shrewsbury and Welshpool.

Messrs. Croxon and Co., Oswestry.

The North and South Wales Branch Bank, at Newtown, Aberystwith, Welshpool, and The National Provincial Branch Bank, Machynlleth.

It is proposed to apply to Parliament for power to make a railway, commencing by a junction with the authorised line of the Oswestry and Newtown Railway, in the parish of Buttington, near Welshpool, and thence passing by Woolston, Westbury, Yockleton, Cruck Meole, Hanwood, Hook-a-Gate, and Brace Meole, and terminating by a junction with the Shrewsbury and Hereford Railway, at Coleham, near Shrewsbury; together with a branch commencing by a junction with the main line at Cruck Meole, and passing by Lea Cross, Pontesford, and Pontesbury, to Minsterley.

The object of the undertaking is to connect the county of Montgomery, the mineral district of the Bea Valley, and the Llanymynech line rocks, with Shrewsbury, the Midland Counties, and London, and to supply an important link in the chain of communication annually approximating towards completion between Manchester and the other manufacturing districts of Lancashire and Yorkshire, on the one hand, and Milford Haven, Aberystwith, South and Central Wales generally, on the other.

The necessity for this addition to the railway system of England and the Principality has been so strongly felt, during the last eleven years, many schemes for supplying it have been before the public. The important results to be obtained by its accomplishment have been so fully discussed, that it is deemed unnecessary to recapitulate them.

The delay in supplying this communication has been chiefly occasioned by the difference of opinion which has existed in respect to the precise route it should take. In laying out the present scheme advantage has been taken of the discussions to which its predecessors gave rise; all that has been urged for or against the several routes before proposed or suggested has been fully considered; and the present line has been selected so as to embrace the several conflicting interests, while the efficiency of the main line as a through route has been carefully preserved.

The advantages of the undertaking have been carefully compared with the deposit of the plans, sections, and books of reference, and the notices have been served on the owners and occupiers of the land necessary for the line.

A careful estimate of the cost of the works and purchase of the land, &c., has been made, and it appears that the undertaking can be satisfactorily completed for the sum of £150,000, being less than £7000 per mile, while the average cost of the railways in the kingdom has been no less than £33,000 per mile, or nearly five times the amount to be expended on this line, and some of the best known in the neighbourhood have cost £20,000 or £30,000 per mile.

In *Chattaway's Railway Statistics*, the author makes the following remarks:—"It may be considered as certain that any line, the cost of which is limited to £10,000 or £12,000 a mile will indubitably afford a good return to its shareholders, however thinly populated and unpromising may be the district through which it runs. It is important that these facts should be borne in mind in judging of the expediency of any prospective railway extensions. It is essential to our commercial prosperity and our pre-eminence as a nation, that none of the sources of wealth with which a beneficent Providence has so freely gifted this favoured country should remain undeveloped; not a mine nor quarry of importance, nor a single agricultural district, should be allowed to remain without the advantages of railway communication. It is quite possible to effect this, and in such a manner as to ensure an adequate return upon the capital employed, but it is to be effected only by the hearty co-operation of all parties interested in the matter, whether as landowners, occupiers, or shareholders, and by the exercise of a rigid and sound economy in the formation of the works. Some few lines have lately been constructed under these conditions with the most singular success."

In order to secure an early return, and a certain dividend of not less than 4½ per cent., the London and North-Western Company are prepared (with the sanction of Parliament) to enter into traffic arrangements, under which, without giving that company any exclusive privileges, or taking anything from the proceeds of the present undertaking, it will be stipulated, that should those proceeds at any time be insufficient to pay 4½ per cent., there shall be an apportionment in favour of this Company of the proceeds of the conveyance of our through traffic over any part of their railways, to such an extent (not exceeding 70 per cent. for this Company, or less than 30 per cent. for the London and North-Western Company) as will make up the deficiency.

The well-known contractors, Messrs. Thornton and McCormick, who have undertaken the construction of the Oswestry and Newtown Railway, have expressed themselves willing to subscribe one-third of the capital, or £50,000; and it remains to be seen whether the landowners, agriculturists, and other inhabitants of the district will, under such favourable circumstances, come forward, and by subscribing the remainder of the capital, secure for themselves the great advantages which the scheme is calculated to supply.

Application for shares in the annexed form to be forwarded to either of the secretaries.

To the Managing Committee of the Shrewsbury and Welshpool Railway Company.
GENTLEMEN,—I request you to allot me shares of £10 each in the capital of this undertaking; and I agree to accept the same, or any smaller number that may be allotted to me, and to pay the deposit thereon, and sign and execute the Subscribers' Contract when required.

Dated this day of 1855. Signature.....
Christian and surname in full.....
Address.....

GEORGE AND MELBOURNE RAILWAY COMPANY.
Incorporated by an Act of the Victoria Legislature, 8th February, 1855.
Capital £350,000, in 17,500 shares of £20 each.

Bearing a minimum interest of 5 per cent. per annum.
Guaranteed by the Colonial Government for 21 years, and payable half-yearly, viz., on the 20th April and 20th October, in the Colony and in London.

DIRECTORS.—ELECTED BY THE SHAREHOLDERS.
CHARLES NUTTALL THORNE, Esq., J.P.,—PRESIDENT.
WILLIAM G. McKELLAR, Esq., J.P.
CHARLES B. BROTTON, Esq., J.P.
JAMES B. HUTTON, Esq.

APPOINTED BY THE COLONIAL GOVERNMENT.
CHARLES EDWARD STRUTT, Esq., J.P., Immigration Agent.
GEORGE F. BELCHER, Esq., Sub-Treasurer.
ENGINEER.—Edward Snell, Esq. SECRETARY.—Martin Sholl, Esq.

MANAGER.—S. J. Cooke, Esq., 36, Cannon-street, late Treasurer to the Colonial Government, and a Director of the Company.
AGENTS.—Messrs. Larnach and Walker, 37, Cannon-street.

EXAMINING AND CONSULTING ENGINEERS.—Daniel Gooch, Esq., C.E., Great Western Railway; Henry Stothert Esq. (Stothert and Slaughter), Bristol.
SOLICITORS.—Messrs. Goodwin and Co., 3, Lancaster-place, Strand.

BANKERS.—London Joint-Stock Bank; and Bank of New South Wales.
By advices, dated 12th September last, further intelligence has been received of the progress of the above undertaking, which is now rapidly approaching completion.

It is anticipated that 16 miles will be ready for traffic in January next, and that the communication between Geelong and Melbourne will be formally opened at the date of the sixth half-yearly meeting of shareholders in July of the ensuing year.

Applications continue to be received for the unsold guaranteed shares of £20 each, at not less than par, which must be paid in full, interest taking effect from the date of payment, and so endorsed on the share certificates.

Lithographed plans of the line, reports, and traffic estimates, may be procured, and all further information obtained, on application at the office of the company.

S. J. COOKE, Manager.
Geelong and Melbourne Railway Office, 36, Cannon-street, City, Dec. 1, 1855.

FORM OF APPLICATION FOR SHARES.

To Messrs. Larnach and Walker, 37, Cannon-street, London.
GENTLEMEN,—I request that you will allot to me guaranteed shares of £20 each in the Geelong and Melbourne Railway Company, at ; and I hereby undertake to accept the sealed certificates, and to pay for the same on receipt of the allotment letter.

Name.....
Address.....
Profession or business.....
Date.....
Usual signature.....

WANTED, an EXPERIENCED AMALGAMATOR; one accustomed either to the South American or German process.—Address, Messrs. F. UNCILLA and Co., 26, Bush-lane, Cannon-street, City.

WANTED—A PRACTICAL MACHINIST and ENGINEER, who has had considerable experience in mining, &c., is in WANT of a SITUATION. The advertiser is competent to undertake the entire management of a mine; he is also capable of manufacturing the machinery on the works, if required, amalgamating and extracting included. Unexceptionable references can be given.—For particulars, address "J. W.," care of Messrs. C. and H. Webber, Ironfounders, Newton Abbot, Devonshire.

WANTED, by a YOUNG MAN (Aged 22), who has had much experience in PRACTICAL MINING, is a competent ASSAYER, DIALLER, MINING ACCOUNTANT, &c., a SITUATION; he would prefer going abroad, though an appointment at home would not be objected to. A large salary not so indispensable as an immediate engagement. Unexceptionable references can be given.—Address, "J. W. J.," Mining Journal Office, 26, Fleet-street, London.

WANTED, a SITUATION as MINERAL or UNDERGROUND SURVEYOR, by a YOUNG MAN (30 years of age). The advertiser, who can execute finished plans, can also be well recommended as an underground surveyor. Would have no objection to fill up his time in an office, or take a situation as assistant to a mechanical draughtsman or land surveyor. Has been a colliery agent. Has good testimonials.—Address, "C.," Mining Journal Office, 26, Fleet-st., London.

TO SMELTERS.—THE ADVERTISER, who has a thorough knowledge of chemical analyses, and the chemistry of the metals, and is also practically acquainted with smelting operations on the large scale, having been engaged in them for years, wishes for an APPOINTMENT as CONSULTING CHEMIST to a SMELTING WORKS, and will have no objection to reside convenient to the works, if required.—Address, "J. E. N.," Mining Journal Office, 26, Fleet-street.

SPECULATION IN MINING.—THE ADVERTISER wishes some one to JOIN HIM in an undertaking to work a LEAD and ZINC MINE. There are several lodes or veins of rich quality cropping out at the surface. The privilege extends over more than 200 acres, none of which have been worked. The advantages are great, and the capital required not large.—For further information, apply to J. FROVILL, Esq., Willenhall, Staffordshire.

TO GENTLEMEN OF CAPITAL.—THE CO-OPERATION of a GENTLEMAN, who can command £1500 to £2500, is required in the carrying out of a PATENT of great commercial value and necessity, whereby he may realise a fortune.—Address, "A. S.," Mining Journal Office, 26, Fleet-street, London.

TO IRONMASTERS.—DUSTON IRON ORE COMPANY.—This company is NOW in a POSITION to SUPPLY IRONSTONE from their Works at Duston, in the county of Northampton, at 3s. 3d. per ton.—Tenders for any quantity required to be sent to Mr. Thomas Naser, Wellington Chambers, Cannon-street, London.

LACKAMORE COPPER MINE.—IF THE WRITER of a LETTER which appeared in this Journal, signed "Cantab," on the 8th July, 1854, will COMMUNICATE with the ADVERTISER, he will do a service to himself and the shareholders.—Address, "A. K.," Mining Journal Office, 26, Fleet-street, London.

GREAT WHEAL BUSY UNITED MINING COMPANY (LIMITED). In 6000 shares of £10 each.—Deposit 50s. per share. Notice is hereby given, that the SHARE LIST is now CLOSED, and that the DEPOSITS on the shares must be PAID to the bankers of the company, Messrs. Martin and Co., of Lombard-street, London; or to Messrs. Tweedy, Williams, and Co., of Truro and Redruth, Cornwall; on or before the 10th January, 1856.

By order of the Board, R. C. MANUEL, Sec.

47, Old Broad-street, London, Dec. 18, 1855.

MEXICAN AND SOUTH AMERICAN COMPANY.—THE TWENTY-FIRST DIVIDEND, of SEVEN SHILLINGS and SIXPENCE per share on the shares of this company, free of income tax, will be PAID on or after the 19th January, between the hours of Eleven and Three. Forms for claiming the dividend may be obtained by the shareholders on application at the office.

17, Gracechurch-street, Dec. 12, 1855. HYDE CLARKE, Sec.

ROYAL SANTIAGO MINING COMPANY.—THE DIRECTORS hereby give notice, that the usual MEETING of the shareholders will be HELD at the office of the company on Wednesday, the 23rd day of January inst., at One o'clock precisely, to which they make SPECIAL notice, and give effect to the recommendation to increase the capital of the company by the issue of new shares, and for other purposes.

38, Broad-street-buildings, Jan. 1, 1856.

FLETCHER AND CO. RAILWAY, MINING, INSURANCE,

AND GENERAL SHAREBROKERS, 163, WOODHOUSE LANE, LEEDS.

Gold Mining Shares wanted.

MR. HENRY GOULD SHARP, No. 4, CUSHION COURT,

OLD BROAD STREET, LONDON, DEALS in all the DIVIDEND and PROGRESSIVE MINES, both ENGLISH and FOREIGN; and is in a position to OFFER SHARES at the following low prices:—

OFFER SHARES the following low prices:—

Alfred Consols, £18½.	Lady Bertha, 2s.	South Bog, 2s. 6d.
Bryntall £7½.	Liberty, 3s. 3d.	Trevelyan, £23½.
Bull. & Bass. Unit., £2 19s.	Lydford Consols, 4s. 6d.	Tavy Consols, 20s.
Bedford United, £11½.	Mill Pool, £4½.	Thomas's United, 2s. 6d.
Botalack, £220.	Merrilyn, 19s.	Trenow Consols, £13½.
Boiling Well, £19½.	Messer (Bodmin), £23½.	Treleigh Consols, 19s.
Bell and Lanarth, 26½.	Molland, 2s.	Trehan, £5½.
Beralston United, 15s.	Mixon Gt. Consols, 10s. 6d.	Tinroft, £4½.
Carnarvon, £4½.	North Wh. Bassett, £4½.	Vale of Towy, 23s. 3d.
Carnarvon, £4½.	Nantons and Penrhin, 17s.	West Bassett, £28½.
Cubert, 7s. 6d.	North Buller, £23½.	West Callacombe, 8s. 6d.
Cwpa Darren, 3s.	North Rosewarne, £4½.	West Corbridge, 8s. 6d.
Collocanoe, £4½.	North Frances, £10½.	West Par Consols, 13s.
Calotock Consols, £23½.	North Downs, £13½.	West Seton, £300.
Carvannall, £10½.	North Towey, 4s. 6d.	West Providence, 14½.
Carnewas, 17s.	North Hington, 1s.	West Frances, £35½.
Devon Burra Burra, £3½.	North Wh. Trevelyan, £4½.	Wheal Crebor, 10s. 6d.
Devon W. Buller, £23½.	North Wheel Unity, 24s.	Wheal Eder, £26½.
Devon Great Cons., £42s.	North Wheel Wrey, 6s.	Wheal Edward, £23½.
East Garrow, £13½.	Okei Tor, £23½.	Wheal Bassett, £41½.
East Gunnis Lake, £5.	Penden Consols, 27s.	Wheal Buller, £250.
East Wheal Wrey, 6s. 9d.	Par Consols, £19½.	Wheal Hender, £5½.
East Trevelyan, 2s. 6d.	Peden-an-drea, £2 1s.	Wh. Exm. and Adams, £7½.
East Bassett, £51½.	Rosewarne United, £132½.	Wheal Jane, £2½.
East Wheal Rose, £80.	Rosewarne Consols, 26s.	Wheal Mary Ann, £37½.
East Buller, 26s.	Kerrington, 1s. 6d.	Wheal Surridge, 6s.
Eaglebrook, £19½.	Rheidol United, £1½.	Wheal Grenville, £23½.
Fort Bowen, 4s.	South Crinnis, £330.	Wheal Pollard, 11s. 6d.
Great Alfred, £18½.	Stridridge Consols, £5.	Wheal Seton, £230.
Great W. Fortune, £9½.	Stridridge and Bedford, 7s.	Wheal Wrey, £29½.
Gt. Sort., 2s. call pd., 3s. 6d.	South Tamar, £2½.	Wh. Kitty (St. Ag.), £2
Great Wheal Hadden, 19s.	South Frances, £460.	Wheal Langford, 11s.
Great Wheal Vor, £4½.	Swanpool, £2½.	Wheal Trevelyan, £28½.
Gumma, £30½.	Sunderland, £24½.	Wh. Kitty (Lelt), £12
Gurra, 8s.	South Garrow, £140.	Wheal Tychy, 3s.
Hingston Down, £7½.	South Carn Breva, £11½.	Wheal Trevelyan, £13½.
Hawkmoor, 6s. 6d.	South Devon, 12s.	Wheal Zion, 17s. 6d.
Ivybridge, 3s. 6d.	South Caradon, £320.	Wildberg, £1½.

COURT'S NATIONAL ANNUITY FUND.—The SUBSCRIPTION ACCOUNT is now OPEN at the banking-house of Sir John W. Lubbock and Co., Mansion House-street, London, where contributions in aid of this important cause, from public spirited individuals, now so alive to great national duties, will be duly acknowledged; and where a list may be seen of the Committee promoting the appeal.

A COPY of the GENERAL PETITION, in course of signature, to the House of Commons, and full particulars of the extraordinary facts, including a pamphlet kindly furnished by David Muesel, Esq., giving a sketch of the iron trade in this country in the last century; the origin of our export trade in 1783, now reaching more than 1,000,000 tons yearly; the consequent annihilation of the export trade of Russia, which event alone has enabled us to maintain our present proud pre-eminence over that power, on whom we were previously in servile dependence for this necessary to the arts, either of peace or war; the treatment in 1789 of the author of these vast benefits by public defectors and others; the recompense made to his widow and orphans by the House of Commons in 1812, for saving up to that time to the British empire more than £20,000,000 sterling; may be had at the *Mining Journal* office, 26, Fleet-street; the *Mechanics' Magazine* office, 165, Fleet-street; or by post on remittance of three postage stamps.—Dec. 20, 1855.

ANTI-EXPLOSIVE BOILERS, BY DUNN, HATTERSLEY, AND CO., WINDSOR BRIDGE IRONWORKS, MANCHESTER.

The most important of the numerous advantages possessed by DUNN'S PATENT DUPLICATED EXHAUSTING BOILERS, are their EXCEEDING STRENGTH and SIMPLICITY OF CONSTRUCTION, enabling the manufacturers to make them at a LOW PRICE. Being made in parts, all of which are duplicates, any portion can be readily replaced at any time, or the whole may be enlarged with the utmost facility, by placing more cylinders side by side, joining the whole into a continuous corrugated flat-bottomed boiler.

This important point in their construction entirely OBVIATES the DANGER OF EXPLOSION (from being tended by unskilful men), as damage done to one portion cannot affect the others, or disarrange the whole.

Every part is SEVERELY TESTED before leaving the manufactory, and warranted. These boilers are ECONOMICAL in use, their large heating surface giving the greatest effect with the smallest amount of fuel. Their roomy furnaces admit of the consumption of the cheaper and more bulky kinds of fuel, such as brushwood, sawdust, small coals, peat, refuse of resin, pitch, grass, cane refuse, &c. They are adapted to any kind of smoke burners, and their clear circulation of water prevents scaling or clogging with dirt.

By a slight difference in the arrangement of the parts, they can be made SUITABLE for LAND, MARINE, or MOTIVE ENGINES; for use in sugar refining, saw rendering, extracting palm, fish, and other oils; or the saccharine matter from beet-root, cane, &c., and every other use to which boilers are applied.

Being, as before stated, manufactured in parts, each of which will not exceed in weight 2 cwt. to 3 cwt. (as the case may require), they possess great facilities for transport by water or land, particularly in the interior of mountainous districts, where roads have not been established.

These boilers have been well tested in the manufacturing and mining districts of England, and have been most highly approved for both home and foreign use by the most eminent engineers. LICENSES are GRANTED to manufacturers to make these boilers. For prices, further particulars, or any information, apply to the patentees, Messrs. DUNN and CO., Windsor Bridge Ironworks, near Manchester.

HORIZONTAL ENGINES, from 5 to 70-horse power; and TURN-TABLES, from 10 ft. to 40 ft. diameter; always in a forward state of manufacture, to ensure quick delivery. Every description of RAILWAY PLANT supplied at the shortest notice.

IMPORTANT TO CONTRACTORS, CANAL COMPANIES, &c.—R. and J. COUPE are now OPEN to ENTER INTO CONTRACTS for the SUPPLY of their PUMPS with motive power (steam-engine), which are so simple in form, strong in construction, powerful in their effects, and moderate in price, being within two-thirds of the cost of ordinary machinery for pumping. For raising and forcing large or small quantities of water from 10 ft. to 100 yards, they are unrivalled, and are, therefore, most eminently qualified for the drainage of lakes, marshes, and graving docks, &c., and the supplying of canals, fountains, &c. These pumps are of the ordinary barrel form; and this of itself is sufficient to prove their superiority over centrifugal pumps, which, under a pressure of a couple of pounds to the square inch give an average duty of 50 per cent. on the power employed, which average keeps decreasing, until, under a pressure of 50 or 60 lbs., their effectivity duty is so little as to render them commercially valueless. R. and J. COUPE warrant their pumps to give out 90 per cent. of the power employed, either under a pressure of 100 or 100 lbs. Lakes containing a known quantity of water drained for a fixed sum; marshes drained, and canals, &c., supplied per measurement, or the machinery fixed down and commenced working for a specific sum.—Apply to R. and J. COUPE, Clayton Foundry, Wigan.

N.B. As this plan of pumping requires that the engine and pump should be on the same level, it is not very appropriate for draining mines; for the draining of down rows in mines, this plan is especially suitable.

TO IRONMASTERS.—JOHN PLAYER, CIVIL ENGINEER (of Newnied, Prussia), Manager of the Britannia Ironworks, respectfully acquaints the proprietors of ironworks, that the SYSTEM, which he introduced in Wales in 1840, of OBTAINING THE WASTE GAS FROM BLAST FURNACES (and which has since then been used more or less at some of the Welsh ironworks), has been during the year 1855 A.D. applied by him at the BRITANNIA WORKS, with the most COMPLETE SUCCESS, so that no extra fuel is required, either for generating steam for the blast engine, or heating the blast itself to 600°, and, at the same time, less fuel is used in the furnace, the quality of iron produced is excellent; the top of the furnace is open, and 8 ft. diameter.

Should any ironmaster wish to alter his present arrangement, and SAVE ALL FUEL, he now uses for his boilers and hot-blast stoves, the advertiser is ready to give plans, by which the same may be effected, and send experienced foremen to try them out, whether for furnaces on level ground, or against a hill, and to take a remuneration a certain portion of the saving effected in a given time. Furnaces can be altered whilst in blast.

Bergisch Gladbach, Prussia, Dec. 23, 1855.

THOMAS HARRIS begs to call the attention of Steam Flour Mill owners, and others at a large expense for fuel, to his PATENT SELF-ACTING STEAM PURIFIERS—the desideratum for PREVENTING DEPOSITS IN STEAM-ENGINE CYLINDERS. This invention, although the discovery of a means to effect the same object has for years occupied the attention of the most eminent mechanicians, baffled the scientific, is now successfully at work, and may be seen, at the Plymouth Ironworks, Merthyr Tydfil. The water and mud have been so effectually separated from the steam, that no deposit has reached the cylinder since the apparatus, which is giving the greatest satisfaction to Mr. Anthony Hill, the proprietor, has been in operation.

The principle and operation of these STEAM PURIFIERS consist in arresting a considerable amount of water and mud usually proceeding with the steam from boiler, especially when they are driven hard; and forming deposits, which are, from their causing a large and unnecessary amount of friction in the cylinder, very detrimental to the effective working of the steam-engine. Now, by preventing this use and destructive friction in the cylinder, less steam is required for accomplishing given amount of work, and, of course, less fuel is consumed, there is less burning boilers, and wear and tear of machinery.

The patentee is happy to state that the SAVING effected by the STEAM PURIFIER is upwards of 10s. per month in tallow alone, the engine working by day only. A advantage gained by packing fuel, &c., is not yet known, but will be hereafter announced. Parties disposed to apply the apparatus are informed that the patentee requires no remuneration until the purifiers give complete satisfaction; that it may be adapted to any engine now working in 24 hours, and that the difference of cost in applying it to any engine now erecting will not exceed £15. These purifiers are strongly recommended to marine engine proprietors, who are frequently compelled to use bad water.

As a proof that the merit and importance of this invention are appreciated by competent judges, it may be stated that Messrs. J. and C. Bailey and Co., the eminent mill ironmasters of Nant-y-Glo and Beaufort Works, have given a large order for erection of these purifiers.

LICENSES will be GRANTED to parties wishing to manufacture for themselves, the patentee will furnish them on reasonable terms, suitable for stationary or locomotive engines of any size, and forward them to any part of the kingdom. Address, THOMAS HARRIS, engineer, Nant-y-Glo Ironworks, Monmouthshire; or MESSRS. HARRIS, engineer, Little Dean, Woodside, Gloucestershire.

JOSE PIPING.—WATTHAM'S PATENT FLAX HOSE PIPING WILL SUSTAIN A GREATER PRESSURE, IS LIGHTER, LESS LEAKY, WILL WEAR LONGER, and is about 60 per cent. cheaper than the other pipe. Manufactured only by WATTHAM & CO., BENTHAM, LANCASTER. No. 1 Quality, inches in diameter and price per yard:— $\frac{1}{2}$, 9d.; $\frac{3}{4}$, 11d.; 1, 1s. 1d.; 1.5, 1s. 3d.; 1.5, 1s. 5d.; 1.5, 1s. 7d.; 2, 1s. 9d.; 2.5, 1s. 11d.; 3, 1s. 11d.; 3.5, 2s. 1d.; 4, 2s. 3d.; 4.5, 2s. 5d.; 5, 2s. 7d.; 5.5, 2s. 9d.; 6, 2s. 11d.; 6.5, 3s. 1d.; 7, 3s. 3d.; 7.5, 3s. 5d.; 8, 3s. 7d.; 8.5, 3s. 9d.; 9, 3s. 11d.; 9.5, 4s. 1d.; 10, 4s. 3d.; 10.5, 4s. 5d.; 11, 4s. 7d.; 11.5, 4s. 9d.; 12, 4s. 11d.; 12.5, 5s. 1d.; 13, 5s. 3d.; 13.5, 5s. 5d.; 14, 5s. 7d.; 14.5, 5s. 9d.; 15, 5s. 11d.; 15.5, 6s. 1d.; 16, 6s. 3d.; 16.5, 6s. 5d.; 17, 6s. 7d.; 17.5, 6s. 9d.; 18, 6s. 11d.; 18.5, 7s. 1d.; 19, 7s. 3d.; 19.5, 7s. 5d.; 20, 7s. 7d.; 20.5, 7s. 9d.; 21, 7s. 11d.; 21.5, 8s. 1d.; 22, 8s. 3d.; 22.5, 8s. 5d.; 23, 8s. 7d.; 23.5, 8s. 9d.; 24, 8s. 11d.; 24.5, 9s. 1d.; 25, 9s. 3d.; 25.5, 9s. 5d.; 26, 9s. 7d.; 26.5, 9s. 9d.; 27, 9s. 11d.; 27.5, 10s. 1d.; 28, 10s. 3d.; 28.5, 10s. 5d.; 29, 10s. 7d.; 29.5, 10s. 9d.; 30, 10s. 11d.; 30.5, 11s. 1d.; 31, 11s. 3d.; 31.5, 11s. 5d.; 32, 11s. 7d.; 32.5, 11s. 9d.; 33, 11s. 11d.; 33.5, 12s. 1d.; 34, 12s. 3d.; 34.5, 12s. 5d.; 35, 12s. 7d.; 35.5, 12s. 9d.; 36, 12s. 11d.; 36.5, 13s. 1d.; 37, 13s. 3d.; 37.5, 13s. 5d.; 38, 13s. 7d.; 38.5, 13s. 9d.; 39, 13s. 11d.; 39.5, 14s. 1d.; 40, 14s. 3d.; 40.5, 14s. 5d.; 41, 14s. 7d.; 41.5, 14s. 9d.; 42, 14s. 11d.; 42.5, 15s. 1d.; 43, 15s. 3d.; 43.5, 15s. 5d.; 44, 15s. 7d.; 44.5, 15s. 9d.; 45, 15s. 11d.; 45.5, 16s. 1d.; 46, 16s. 3d.; 46.5, 16s. 5d.; 47, 16s. 7d.; 47.5, 16s. 9d.; 48, 16s. 11d.; 48.5, 17s. 1d.; 49, 17s. 3d.; 49.5, 17s. 5d.; 50, 17s. 7d.; 50.5, 17s. 9d.; 51, 17s. 11d.; 51.5, 18s. 1d.; 52, 18s. 3d.; 52.5, 18s. 5d.; 53, 18s. 7d.; 53.5, 18s. 9d.; 54, 18s. 11d.; 54.5, 19s. 1d.; 55, 19s. 3d.; 55.5, 19s. 5d.; 56, 19s. 7d.; 56.5, 19s. 9d.; 57, 19s. 11d.; 57.5, 20s. 1d.; 58, 20s. 3d.; 58.5, 20s. 5d.; 59, 20s. 7d.; 59.5, 20s. 9d.; 60, 20s. 11d.; 60.5, 21s. 1d.; 61, 21s. 3d.; 61.5, 21s. 5d.; 62, 21s. 7d.; 62.5, 21s. 9d.; 63, 21s. 11d.; 63.5, 22s. 1d.; 64, 22s. 3d.; 64.5, 22s. 5d.; 65, 22s. 7d.; 65.5, 22s. 9d.; 66, 22s. 11d.; 66.5, 23s. 1d.; 67, 23s. 3d.; 67.5, 23s. 5d.; 68, 23s. 7d.; 68.5, 23s. 9d.; 69, 23s. 11d.; 69.5, 24s. 1d.; 70, 24s. 3d.; 70.5, 24s. 5d.; 71, 24s. 7d.; 71.5, 24s. 9d.; 72, 24s. 11d.; 72.5, 25s. 1d.; 73, 25s. 3d.; 73.5, 25s. 5d.; 74, 25s. 7d.; 74.5, 25s. 9d.; 75, 25s. 11d.; 75.5, 26s. 1d.; 76, 26s. 3d.; 76.5, 26s. 5d.; 77, 26s. 7d.; 77.5, 26s. 9d.; 78, 26s. 11d.; 78.5, 27s. 1d.; 79, 27s. 3d.; 79.5, 27s. 5d.; 80, 27s. 7d.; 80.5, 27s. 9d.; 81, 27s. 11d.; 81.5, 28s. 1d.; 82, 28s. 3d.; 82.5, 28s. 5d.; 83, 28s. 7d.; 83.5, 28s. 9d.; 84, 28s. 11d.; 84.5, 29s. 1d.; 85, 29s. 3d.; 85.5, 29s. 5d.; 86, 29s. 7d.; 86.5, 29s. 9d.; 87, 29s. 11d.; 87.5, 30s. 1d.; 88, 30s. 3d.; 88.5, 30s. 5d.; 89, 30s. 7d.; 89.5, 30s. 9d.; 90, 30s. 11d.; 90.5, 31s. 1d.; 91, 31s. 3d.; 91.5, 31s. 5d.; 92, 31s. 7d.; 92.5, 31s. 9d.; 93, 31s. 11d.; 93.5, 32s. 1d.; 94, 32s. 3d.; 94.5, 32s. 5d.; 95, 32s. 7d.; 95.5, 32s. 9d.; 96, 32s. 11d.; 96.5, 33s. 1d.; 97, 33s. 3d.; 97.5, 33s. 5d.; 98, 33s. 7d.; 98.5, 33s. 9d.; 99, 33s. 11d.; 99.5, 34s. 1d.; 100, 34s. 3d.; 100.5, 34s. 5d.; 101, 34s. 7d.; 101.5, 34s. 9d.; 102, 34s. 11d.; 102.5, 35s. 1d.; 103, 35s. 3d.; 103.5, 35s. 5d.; 104, 35s. 7d.; 104.5, 35s. 9d.; 105, 35s. 11d.; 105.5, 36s. 1d.; 106, 36s. 3d.; 106.5, 36s. 5d.; 107, 36s. 7d.; 107.5, 36s. 9d.; 108, 36s. 11d.; 108.5, 37s. 1d.; 109, 37s. 3d.; 109.5, 37s. 5d.; 110, 37s. 7d.; 110.5, 37s. 9d.; 111, 37s. 11d.; 111.5, 38s. 1d.; 112, 38s. 3d.; 112.5, 38s. 5d.; 113, 38s. 7d.; 113.5, 38s. 9d.; 114, 38s. 11d.; 114.5, 39s. 1d.; 115, 39s. 3d.; 115.5, 39s. 5d.; 116, 39s. 7d.; 116.5, 39s. 9d.; 117, 39s. 11d.; 117.5, 40s. 1d.; 118, 40s. 3d.; 118.5, 40s. 5d.; 119, 40s. 7d.; 119.5, 40s. 9d.; 120, 40s. 11d.; 120.5, 41s. 1d.; 121, 41s. 3d.; 121.5, 41s. 5d.; 122, 41s. 7d.; 122.5, 41s. 9d.; 123, 41s. 11d.; 123.5, 42s. 1d.; 124, 42s. 3d.; 124.5, 42s. 5d.; 125, 42s. 7d.; 125.5, 42s. 9d.; 126, 42s. 11d.; 126.5, 43s. 1d.; 127, 43s. 3d.; 127.5, 43s. 5d.; 128, 43s. 7d.; 128.5, 43s. 9d.; 129, 43s. 11d.; 129.5, 44s. 1d.; 130, 44s. 3d.; 130.5, 44s. 5d.; 131, 44s. 7d.; 131.5, 44s. 9d.; 132, 44s. 11d.; 132.5, 45s. 1d.; 133, 45s. 3d.; 133.5, 45s. 5d.; 134, 45s. 7d.; 134.5, 45s. 9d.; 135, 45s. 11d.; 135.5, 46s. 1d.; 136, 46s. 3d.; 136.5, 46s. 5d.; 137, 46s. 7d.; 137.5, 46s. 9d.; 138, 46s. 11d.; 138.5, 47s. 1d.; 139, 47s. 3d.; 139.5, 47s. 5d.; 140, 47s. 7d.; 140.5, 47s. 9d.; 141, 47s. 11d.; 141.5, 48s. 1d.; 142, 48s. 3d.; 142.5, 48s. 5d.; 143, 48s. 7d.; 143.5, 48s. 9d.; 144, 48s. 11d.; 144.5, 49s. 1d.; 145, 49s. 3d.; 145.5, 49s. 5d.; 146, 49s. 7d.; 146.5, 49s. 9d.; 147, 49s. 11d.; 147.5, 50s. 1d.; 148, 50s. 3d.; 148.5, 50s. 5d.; 149, 50s. 7d.; 149.5, 50s. 9d.; 150, 50s. 11d.; 150.5, 51s. 1d.; 151, 51s. 3d.; 151.5, 51s. 5d.; 152, 51s. 7d.; 152.5, 51s. 9d.; 153, 51s. 11d.; 153.5, 52s. 1d.; 154, 52s. 3d.; 154.5, 52s. 5d.; 155, 52s. 7d.; 155.5, 52s. 9d.; 156, 52s. 11d.; 156.5, 53s. 1d.; 157, 53s. 3d.; 157.5, 53s. 5d.; 158, 53s. 7d.; 158.5, 53s. 9d.; 159, 53s. 11d.; 159.5, 54s. 1d.; 160, 54s. 3d.; 160.5, 54s. 5d.; 161, 54s. 7d.; 161.5, 54s. 9d.; 162, 54s. 11d.; 162.5, 55s. 1d.; 163, 55s. 3d.; 163.5, 55s. 5d.; 164, 55s. 7d.; 164.5, 55s. 9d.; 165, 55s. 11d.; 165.5, 56s. 1d.; 166, 56s. 3d.; 166.5, 56s. 5d.; 167, 56s. 7d.; 167.5, 56s. 9d.; 168, 56s. 11d.; 168.5, 57s. 1d.; 169, 57s. 3d.; 169.5, 57s. 5d.; 170, 57s. 7d.; 170.5, 57s. 9d.; 171, 57s. 11d.; 171.5, 58s. 1d.; 172, 58s. 3d.; 172.5, 58s. 5d.; 173, 58s. 7d.; 173.5, 58s. 9d.; 174, 58s. 11d.; 174.5, 59s. 1d.; 175, 59s. 3d.; 175.5, 59s. 5d.; 176, 59s. 7d.; 176.5, 59s. 9d.; 177, 59s. 11d.; 177.5, 60s. 1d.; 178, 60s. 3d.; 178.5, 60s. 5d.; 179, 60s. 7d.; 179.5, 60s. 9d.; 180, 60s. 11d.; 180.5, 61s. 1d.; 181, 61s. 3d.; 181.5, 61s. 5d.; 182, 61s. 7d.; 182.5, 61s. 9d.; 183, 61s. 11d.; 183.5, 62s. 1d.; 184, 62s. 3d.; 184.5, 62s. 5d.; 185, 62s. 7d.; 185.5, 62s. 9d.; 186, 62s. 11d.; 186.5, 63s. 1d.; 187, 63s. 3d.; 187.5, 63s. 5d.; 188, 63s. 7d.; 188.5, 63s. 9d.; 189, 63s. 11d.; 189.5, 64s. 1d.; 190, 64s. 3d.; 190.5, 64s. 5d.; 191, 64s. 7d.; 191.5, 64s. 9d.; 192, 64s. 11d.; 192.5, 65s. 1d.; 193, 65s. 3d.; 193.5, 65s. 5d.; 194, 65s. 7d.; 194.5, 65s. 9d.; 195, 65s. 11d.; 195.5, 66s. 1d.; 196, 66s. 3d.; 196.5, 66s. 5d.; 197, 66s. 7d.; 197.5, 66s. 9d.; 198, 66s. 11d.; 198.5, 67s. 1d.; 199, 67s. 3d.; 199.5, 67s. 5d.; 200, 67s. 7d.; 200.5, 67s. 9d.; 201, 67s. 11d.; 201.5, 68s. 1d.; 202, 68s. 3d.; 202.5, 68s. 5d.; 203, 68s. 7d.; 203.5, 68s. 9d.; 204, 68s. 11d.; 204.5, 69s. 1d.; 205, 69s. 3d.; 205.5, 69s. 5d.; 206, 69s. 7d.; 206.5, 69s. 9d.; 207, 69s. 11d.; 207.5, 70s. 1d.; 208, 70s. 3d.; 208.5, 70s. 5d.; 209, 70s. 7d.; 209.5, 70s. 9d.; 210, 70s. 11d.; 210.5, 71s. 1d.; 211, 71s. 3d.; 211.5, 71s. 5d.; 212, 71s. 7d.; 212.5, 71s. 9d.; 213, 71s. 11d.; 213.5, 72s. 1d.; 214, 72s. 3d.; 214.5, 72s. 5d.; 215, 72s. 7d.; 215.5, 72s. 9d.; 216, 72s. 11d.; 216.5, 73s. 1d.; 217, 73s. 3d.; 217.5, 73s. 5d.; 218, 73s. 7d.; 218.5, 73s. 9d.; 219, 73s. 11d.; 219.5, 74s. 1d.; 220, 74s. 3d.; 220.5, 74s. 5d.; 221, 74s. 7d.; 221.5, 74s. 9d.; 222, 74s. 11d.; 222.5, 75s. 1d.; 223, 75s. 3d.; 223.5, 75s. 5d.; 224, 75s. 7d.; 224.5, 75s. 9d.; 225, 75s. 11d.; 225.5, 76s. 1d.; 226, 76s. 3d.; 226.5, 76s. 5d.; 227, 76s. 7d.; 227.5, 76s. 9d.; 228, 76s. 11d.; 228.5, 77s. 1d.; 229, 77s. 3d.; 229.5, 77s. 5d.; 230, 77s. 7d.; 230.5, 77s. 9d.; 231, 77s. 11d.; 231.5, 78s. 1d.; 232, 78s. 3d.; 232.5, 78s. 5d.; 233, 78s. 7d.; 233.5, 78s. 9d.; 234, 78s. 11d.; 234.5, 79s. 1d.; 235, 79s. 3d.; 235.5, 79s. 5d.; 236, 79s. 7d.; 236.5, 79s. 9d.; 237, 79s. 11d.; 237.5, 80s. 1d.; 238, 80s. 3d.; 238.5, 80s. 5d.; 239, 80s. 7d.; 239.5, 80s. 9d.; 240, 80s. 11d.; 240.5, 81s. 1d.; 241, 81s. 3d.; 241.5, 81s. 5d.; 242, 81s. 7d.; 242.5, 81s. 9d.; 243, 81s. 11d.; 243.5, 82s. 1d.; 244, 82s. 3d.; 244.5, 82s. 5d.; 245, 82s. 7d.; 245.5, 82s. 9d.; 246, 82s. 11d.; 246.5, 83s. 1d.; 247, 83s. 3d.; 247.5, 83s. 5d.; 248, 83s. 7d.; 248.5, 83s. 9d.; 249, 83s. 11d.; 249.5, 84s. 1d.; 250, 84s. 3d.; 250.5, 84s. 5d.; 251, 84s. 7d.; 251.5, 84s. 9d.; 252, 84s. 11d.; 252.5, 85s. 1d.; 253, 85s. 3d.; 253.5, 85s. 5d.; 254, 85s. 7d.; 254.5, 85s. 9d.; 255, 85s. 11d.; 255.5, 86s. 1d.; 256, 86s. 3d.; 256.5, 86s. 5d.; 257, 86s. 7d.; 257.5, 86s. 9d.; 258, 86s. 11d.; 258.5, 87s. 1d.; 259, 87s. 3d.; 259.5, 87s. 5d.; 260, 87s. 7d.; 260.5, 87s. 9d.; 261, 87s. 11d.; 261.5, 88s. 1d.; 262, 88s. 3d.; 262.5, 88s. 5d.; 263, 88s. 7d.; 263.5, 88s. 9d.; 264, 88s. 11d.; 264.5, 89s. 1d.; 265, 89s. 3d.; 265.5, 89s. 5d.; 266, 89s. 7d.; 266.5, 89s. 9d.; 267, 89s. 11d.; 267.5, 90s. 1d.; 268, 90s. 3d.; 268.5, 90s. 5d.; 269, 90s. 7d.; 269.5, 90s. 9d.; 270, 90s. 11d.; 270.5, 91s. 1d.; 271, 91s. 3d.; 271.5, 91s. 5d.; 272, 91s. 7d.; 272.5, 91s. 9d.; 273, 91s. 11d.; 273.5, 92s. 1d.; 274, 92s. 3d.; 274.5, 92s. 5d.; 275, 92s. 7d.; 275.5, 92s. 9d.; 276, 92s. 11d.; 276.5, 93s. 1d.; 277, 93s. 3d.; 277.5, 93s. 5d.; 278, 93s. 7d.; 278.5, 93s. 9d.; 279, 93s. 11d.; 279.5, 94s. 1d.; 280, 94s. 3d.; 280.5, 94s. 5d.; 281, 94s. 7d.; 281.5, 94s. 9d.; 282, 94s. 11d.; 282.5, 95s. 1d.; 283, 95s. 3d.; 283.5, 95s. 5d.; 284, 95s. 7d.; 284.5, 95s. 9d.; 285, 95s. 11d.; 285.5, 96s. 1d.; 286, 96s. 3d.; 286.5, 96s. 5d.; 287, 96s. 7d.; 287.5, 96s. 9d.; 288, 96s. 11d.; 288.5, 97s. 1d.; 289, 97s. 3d.; 289.5, 97s. 5d.; 290, 97s. 7d.; 290.5, 97s. 9d.; 291, 97s. 11d.; 291.5, 98s. 1d.; 292, 98s. 3d.; 292.5, 98s. 5d.; 293, 98s. 7d.; 293.5, 98s. 9d.; 294, 98s. 11d.; 294.5, 99s. 1d.; 295, 99s. 3d.; 295.5, 99s. 5d.; 296, 99s. 7d.; 296.5, 99s. 9d.; 297, 99s. 11d.; 297.5, 100s. 1d.; 298, 100s. 3d.; 298.5, 100s. 5d.; 299, 100s. 7d.; 299.5, 100s. 9d.; 300, 100s. 11d.; 300.5, 101s. 1d.; 301, 101s. 3d.; 301.5, 101s. 5d.; 302, 101s. 7d.; 302.5, 101s. 9d.; 303, 101s. 11d.; 303.5, 102s. 1d.; 304, 102s. 3d.; 304.5, 102s. 5d.; 305, 102s. 7d.; 305.5, 102s. 9d.; 306, 102s. 11d.; 306.5, 103s. 1d.; 307, 103s. 3d.; 307.5, 103s. 5d.; 308, 103s. 7d.; 308.5, 103s. 9d.; 309, 103s. 11d.; 309.5, 104s. 1d.; 310, 104s. 3d.; 310.5, 104s. 5d.; 311, 104s. 7d.; 311.5, 104s. 9d.; 312, 104s. 11d.; 312.5, 105s. 1d.; 313, 105s. 3d.; 313.5

THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.	Shares.	Mines.	Paid.	Last Price.	Present.
8123	Alfred Conans (copper), Philack	£115.100	218	165	17 1/2	213 1/2	6700	Cumby Rock & Green Lake	2 1/2	1 1/2	1 1/2
8293	Alfred Conans (copper), Philack	2 1/2	1 1/2	1 1/2	0 0 0	0 0 0	1000	Ewan Kirin (lead), Cardiganshire	2 1/2	1 1/2	1 1/2
2224	Balfour United (tin), St. Just	11 1/2	5	5	12 1/2	0 0 0	3000	Delirious (lead), Brecon	2 1/2	1 1/2	1 1/2
4013	Balfour United (copper), Tavistock	27. 6s. 8d.	11 1/2	10 10 1/2	0 0 0	0 0 0	1000	Darwen (sil.-lead), Cardiganshire	6	7	7
2093	Black Lead (lead), Kirkgabrightshire	5	230	270 280	356	5 0 0	1000	Darwen (sil.-lead), Durham	60	60	60
2109	Boston (tin), St. Just	91 1/2	230	270 280	356	5 0 0	1000	Devon & Cornwall United (copper)	18 1/2	20	20
1000	Carra Brea (copper), tin, Illogan	15	85	4 1/2	231 10 0	2 0 0	4000	Devon & Cornwall United (copper)	18 1/2	20	20
2048	Charnworth (tin), St. Just	3	1 1/2	4 1/2	0 0 0	0 0 0	4000	Devon & Cornwall United (copper)	18 1/2	20	20
1000	Castle Slate Quarry, Dolwyddelan	1	1 1/2	4 1/2	0 0 0	0 0 0	4000	Devon & Cornwall United (copper)	18 1/2	20	20
200	Cath Cwaw Brynno (lead), Cardiganshire	33	105	95	3 0 0	3 0 0	10000	Devon Tin Mines, Dartmoor	4 1/2	3	3
256	Comford (copper), Gwynnapp, Cornwall	73	9	9	9 0 0	3 0 0	4566	Devon Wheel Buller	1 1/2	3 1/2	3 1/2
258	Condarrow (copper), tin, Camborne	20	13 1/2	135	62 0 0	2 0 0	1244	Duke of Cornwall, Llanwithiel	£13 2	1 1/2	1 1/2
128	Cornwall (copper), tin, Camborne	60	130	135	55 0 0	5 0 0	1000	Dunley Wheel Buller	1	1	1
1024	Devon Great Consols (copper), Tavistock	1	410	400 410	470 0 0	10 0 0	3000	Dyffryn (lead), Wales	£11 1/2	10 1/2	10 1/2
12009	Dunrode (copper), Ireland	4	1 1/2	1 1/2	0 0 0	0 0 0	256	Eaglebrook, Llanpharrog, Card.	2 1/2	15	15
179	Droghda (copper), tin, Camborne	257 1/2	90	100 110	879 4 0	3 0 0	4000	East Alfred Consols	£1 1/2	5 1/2	5 1/2
12800	Drake Walls (tin, copper), Calstock	11 1/2	1 1/2	1 1/2	0 0 0	0 0 0	5000	East Black Craig, Kirkcubright	50	52 1/2	45 50
330	East Darwen (lead), Cardiganshire	32	80	80	8 0 0	4 0 0	1024	East Buller (copper), Redruth	12	6 1/2	8
1024	East Wheel (lead), Pool, Illogan	24 1/2	145	150 160	248 0 0	2 10 0	2048	East Cefn Brynno	12	6 1/2	8
1400	Eyam Mining Company, Derbyshire	5 1/2	15	15	6 1/2	0 0 0	1024	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2340	Foxdale, Isle of Man	71. 10s. 6d.	30	30	40 13 0	2 0 0	512	East Goldscope (copper)	1 1/2	1 1/2	1 1/2
820	General Mining Co. for Ireland (copper, lead)	25	2 1/2	2 1/2	1 0 0	0 0 0	4000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
4418	Gwynnapp (lead), Cardiganshire, Wales	8	27 1/2	28	22 0 0	5 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1021	Gwynnapp (copper), St. Cleer	13 1/2	27 1/2	28	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Great Consols (copper), St. Austell	1 1/2	1 1/2	1 1/2	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
13750	Great Polgooth (tin), St. Austell	4 1/2	2	2	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Great Polgooth (tin), St. Austell	4 1/2	2	2	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2666	Great Wheal Vor (tin, copper), Helston	5	4 1/2	4 1/2	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
118	Great Work (tin), Gernoe	100	130	130	181 10 0	5 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	Helefoot (lead), near Liskeard	8 1/2	—	—	2 12 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Kingston Down Consols (copper), Calstock	3 1/2	8	7 1/2	2 1 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2000	Liskeard (copper), near Liskeard	11	7 1/2	7 1/2	3 7 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
76	Jamies (lead), Mold, Flintshire	37. 13s. 6d.	—	—	380 0 0	5 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2048	Kennedy (copper), Breage	6s. 7d.	—	—	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
786	Kirkcubright (lead), Kirkcubright	9 1/2	—	—	1300 0 0	20 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
25	Lakey Mining Company, Isle of Man	100	1000	1000	1048 0 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
100	Lisourne (lead), Cardiganshire, Wales	2 1/2	120	120	223 15 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
400	Lisourne (lead), Cardiganshire, Wales	18 1/2	130	130	223 15 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
330	Maclean & Sons and Slab Company	25	29	29	2 10 0	1 5 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
100	Marke Valley (copper), Breage	42. 10s. 6d.	2 1/2	2 1/2	1 17 0	0 15 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Mendic Hills (lead), Breage	3 1/2	—	—	0 5 0	0 3 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Mendic Hills (lead), Breage	3 1/2	—	—	0 5 0	0 3 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
9000	Merilyn (lead), Flint	24. 15s. 6d.	2 1/2	2 1/2	0 17 0	0 7 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
23000	Mining Co. of Ireland (copper, lead, coal)	7	13 1/2	13 1/2	1 11 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Nanteco and Penrhyn	1 1/2	1 1/2	1 1/2	1 11 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
7500	Nanteco and Penrhyn	1 1/2	1 1/2	1 1/2	1 11 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Nanteco and Penrhyn	1 1/2	1 1/2	1 1/2	1 11 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
470	Newlands Mining Company, Co. Down	50	50	50	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
250	North Pool (copper), tin, Pool	22 1/2	150	165	44 0 0	1 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
140	North Pool (copper), tin, Pool	10	70	70	249 10 0	4 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
8000	North Wheel (lead), Pool, Illogan	10	42	40 1/2	6 18 0	0 17 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	Par Consols (copper), St. Austell	1 1/2	19	19 1/2	23 18 0	0 12 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
500	Peak United (lead), North Devon	30 1/2	605	500	4 0 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
500	Phonix (copper), tin, Llanfyllter	15	—	—	147 0 0	37 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1000	Polberro (tin), St. Agnes (Preferential)	15	—	—	11 3 10	1 4 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
560	Preferential Mines (tin), Llanfyllter	20. 13s. 2d.	50	50	34 4 6	4 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
512	Rosewarne United (copper), tin, Gwynnapp	12	135	130 125	15 10 0	4 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
256	Rosewarne United (copper), tin, Gwynnapp	12	135	130 125	15 10 0	4 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
128	South Consols (copper), tin, St. Austell	19	400	400	388 0 0	8 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
9300	South Tamar (silver-lead), Beerferry	17. 6s. 6d.	6 1/2	6 1/2	60 0 0	20 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
256	South Tamar (silver-lead), Beerferry	17. 6s. 6d.	6 1/2	6 1/2	2 16 0	0 5 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
496	South Tamar (silver-lead), Beerferry	17. 6s. 6d.	6 1/2	6 1/2	2 16 0	0 5 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	Sparrow Consols (tin), St. Just, Cornwall	1 1/2	380	390 392 1/2	170 2 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
280	Sparrow Consols (tin), St. Just, Cornwall	1 1/2	380	390 392 1/2	170 2 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
4724	St. Austyn and Gwilym (copper), tin, Breage	37. 17s. 8 1/2d.	3 1/2	2 1/2	3 0 0	1 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
91	St. Austyn and Gwilym (copper), tin, Breage	37. 17s. 8 1/2d.	3 1/2	2 1/2	0 17 0	0 7 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
9600	Tamar Consols (silver-lead), Beerferry	1 1/2	3 1/2	3 1/2	883 0 0	8 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
9600	Tamar Consols (silver-lead), Beerferry	1 1/2	3 1/2	3 1/2	883 0 0	8 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2048	Trevelyan (copper), tin, near Pool, Illogan	9 1/2	4 1/2	4 1/2	4 11 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
572	Trevelyan Consols (tin), St. Austell	11 1/2	25	25	6 19 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
96	Trevelyan Consols (tin), St. Austell	11 1/2	25	25	6 19 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
170	Trevelyan Consols (tin), St. Austell	11 1/2	25	25	6 19 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
10000	Trevelyan Consols (tin), St. Austell	11 1/2	25	25	6 19 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
4006	Trevelyan Consols (tin), St. Austell	11 1/2	25	25	6 19 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
100	Trumpet Consols (tin), near Helston	95	90	250	59 5 0	3 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
400	United Mines (copper), Gwynnapp	40	260	250	0 0 0	0 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
20000	Vale of Towry (lead), Llanfyllter, Carnarvon	1 1/2	1 1/2	1 1/2	2 5 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	Wellington (copper), tin, Penryn	8 1/2	—	—	0 15 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
10000	Welsh Pottery (silver-lead), Talybont, Card.	5	9	3	0 15 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2500	Welsh Pottery (silver-lead), Talybont, Card.	5	9	3	0 15 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
6000	West Basset (copper), Illogan	20 1/2	137 1/2	12 1/2	274 5 0	5 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
256	West Caradon (copper), Liskeard	20 1/2	137 1/2	12 1/2	12 0 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
256	West Caradon (copper), Liskeard	20 1/2	137 1/2	12 1/2	12 0 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	West Caradon (copper), Liskeard	20 1/2	137 1/2	12 1/2	12 0 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	West Caradon (copper), Liskeard	20 1/2	137 1/2	12 1/2	12 0 0	2 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
400	West Wheal Naton (copper), Camborne	2 1/2	200	350	22 10 0	5 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1228	Wheal Arthur (copper), Calstock	7 1/2	7 1/2	6 1/2	6 10 0	0 10 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
240	Wheal Hal (tin), St. Just	6	—	—	1 0 0	1 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
512	Wheal Haset (copper), Illogan	5 1/2	410	415	370 0 0	20 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
256	Wheal Haset (copper), Illogan	5 1/2	410	415	370 0 0	20 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
1024	Wheal Haset (copper), Illogan	5 1/2	410	415	370 0 0	20 0 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
250	Wheal Clifford (copper), Gwynnapp	8 1/2	620	560 570	9 1 1/2	2 14 1/2	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	1 1/2
2560	Wheal Exmouth and Adams United	4 1/2	—	—	1 7 0	0 2 0	9000	East Galla (lead), St. Clement	1 1/2	1 1/2	